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Design Guidelines are tools for achieving community vision in a given area through the process of shaping and reviewing development proposals brought to the city. The purpose of the Design Guidelines is to help developers and property owners understand the community's intentions and to identify means for making future development support the creation of a welcoming and satisfying public environment. They should be seen as positive suggestions regarding appropriate qualities for the city rather than as negative constraints.

The Design Guidelines are one component of a review process that takes into account all available information about a new project's impacts and qualities. The application of the Design Guidelines begins with understanding the community's strategies for the Center City Area as a whole and the districts and streets in particular. This understanding brings focus and hierarchy to the set of Area Specific Design Guidelines as they apply to the unique conditions of a given area or street.

The availability and application of Design Guidelines early in the project development process will help developers to avoid costly revisions in later project phases. This will lend consistent guidance to the process of implementing the city's Overall Strategies and provide a basis for continuing harmonious evolution of the Center City.

Design Guidelines and District Strategies together create a framework for the city's project design evaluation. Moreover, they permit a flexible interpretation of how best to meet intentions for a particular site within the Center City, thus allowing for consideration of the unique qualities and circumstances of each development site.

The use of Design Guidelines complements the Capital Improvement Projects currently planned and being implemented for the Center City Area. By working within the Design Guidelines, new buildings will have a means for relating to each other and to the community, reinforcing already existing positive qualities, and creatively adding fresh insight to the place.

# HOW TO USE THIS DOCUMENT

The content of this document outlines the City's intentions concerning the desired urban design qualities of new development in the Center City Area. In addition, it provides guidance for alterations of existing buildings such as the remodeling of façades, entryways or other elements of the building exterior. The guidelines material is intended to give structure and support to the communication between property owners and the planning administration.

## The Center City Area

The boundaries wherein these Design Guidelines shall apply are delineated in Image 1.

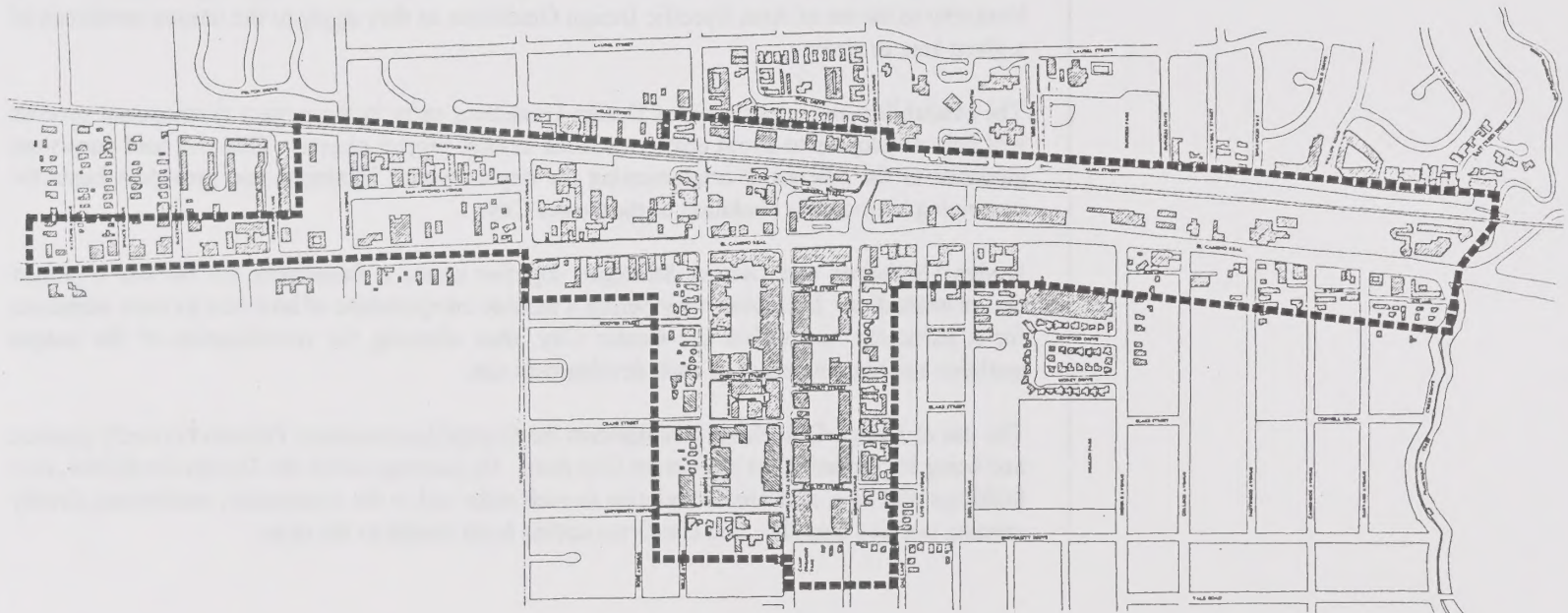


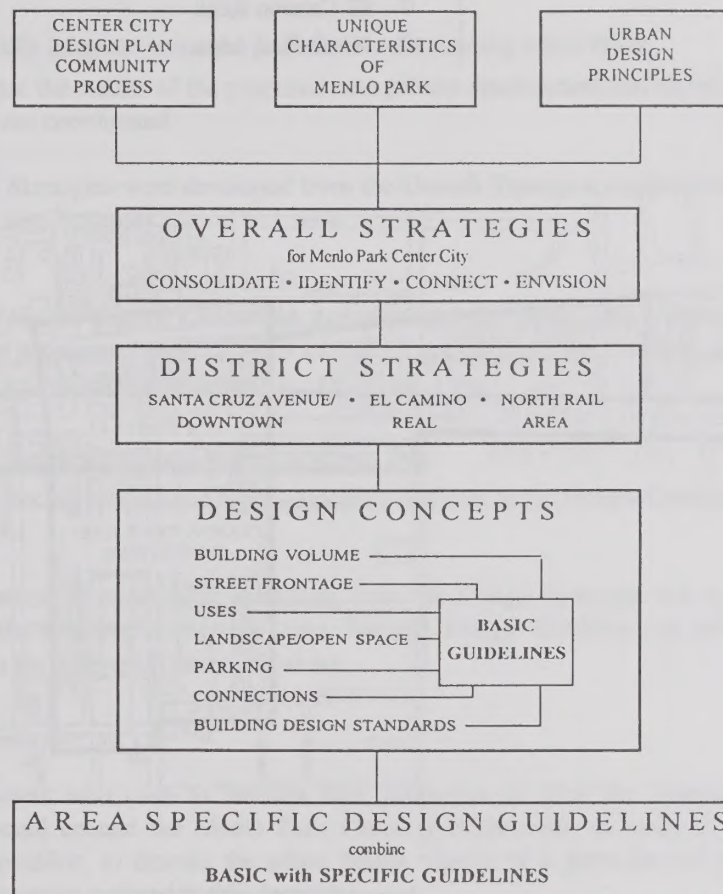
Image 1: Center City Area Boundaries



# HOW TO USE THIS DOCUMENT

## District Strategies and Area Specific Design Guidelines

The two main components of the guidelines material are the District Strategies and the Area Specific Design Guidelines. The chart below illustrates the structure of the guidelines material and how it relates to components previously developed in the Center City Design Plan.



# HOW TO USE THIS DOCUMENT

The District Strategies are a set of intentions set forth for each of the three Center City Districts previously delineated in the Center City Design Plan (Image 2):

- ◇ Santa Cruz Avenue/Downtown
- ◇ El Camino Real
- ◇ North Rail Area.

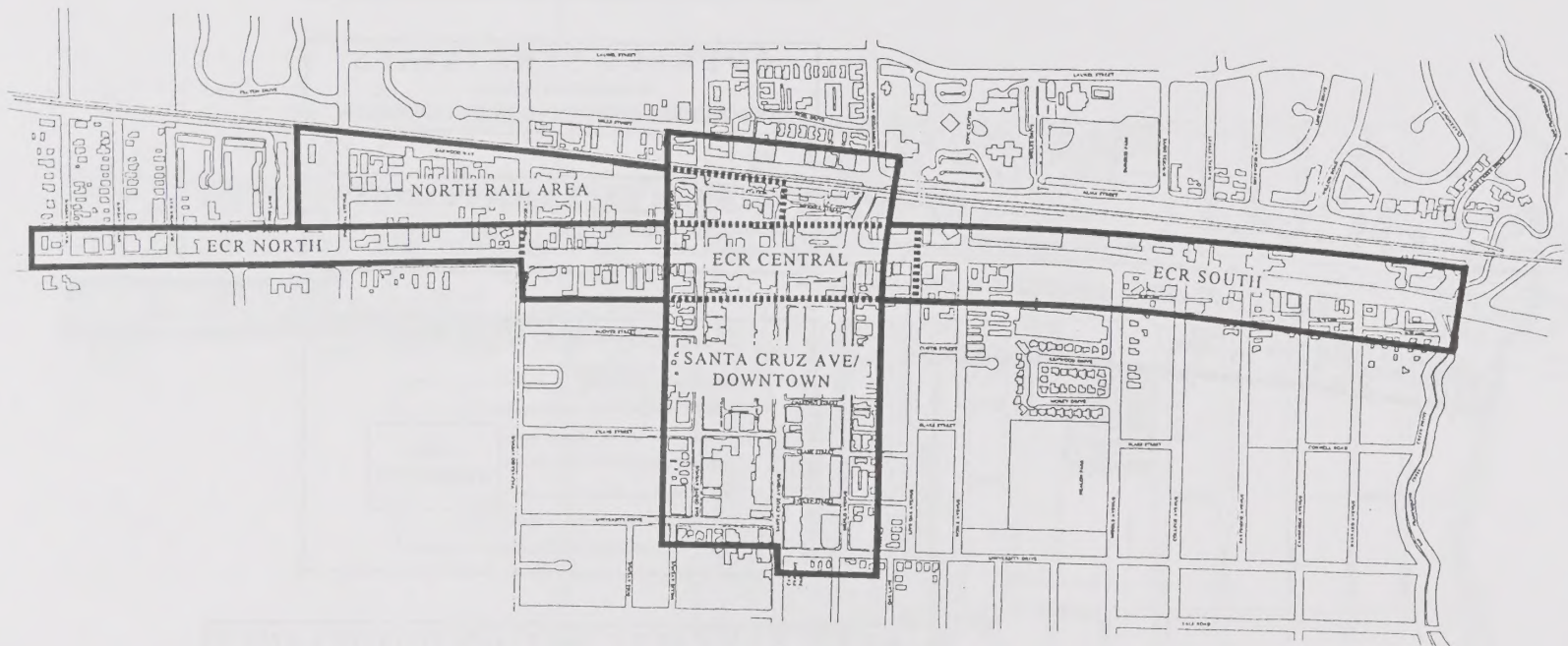


Image 2: Center City Districts



# HOW TO USE THIS DOCUMENT

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The District Strategies summarize the community's aims for private development and Capital Improvement Projects alike. They are intended to help property owners consider the physical context and the larger planning issues in the three Center City Districts. The intentions of the District Strategies are to:

- successfully integrate proposed projects into the existing urban fabric,
- ensure that the results of the proposed new private development and the planning efforts of the City are coordinated.

The District Strategies were developed from the Overall Strategies outlined in the Center City Design Plan (see Appendix C).

The **Area Specific Design Guidelines** are organized by streets and comprise all guidelines applicable to a proposed project. Each individual set of Area Specific Design Guidelines is a summary of guidelines that includes:

- specific guidelines tailored to the particular area,
- an area specific selection of basic guidelines, outlined in the Design Concepts section of this document.

The combination of select basic guidelines from the Design Concepts and specific guidelines tailored to the location, enable the Area Specific Design Guidelines to address the unique conditions in the different Center City areas.

## **Recommended Process**

Property owners who wish to develop their properties or alter the exterior of an existing structure should contact the Menlo Park Planning Department, as early in the development process as possible, to discuss the urban design aspects of a given project proposal and the City's requirements outlined in this document.

# HOW TO USE THIS DOCUMENT

The Planning Department will inform the property owner about the project approval and design review process and provide the property owner with the guidelines material applicable to the particular location of the proposed project. This material comprises:

- the District Strategies,
- the Area Specific Design Guidelines.

It is recommended that the property owner and his/her design consultant review the guidelines material thoroughly and conduct a joint site visit. The site visit will help to understand the existing environmental conditions at the site, their relationship to the proposed project as well as the intentions of the guidelines material.

## Projects Located on Corner Parcels or Parcels that Front Two Streets

Development projects located on corner parcels or parcels that front onto two streets shall conform with all sets of applicable Area Specific Design Guidelines. Which set of Area Specific Design Guidelines applies to which part of a development is determined by street frontage (Image 3).

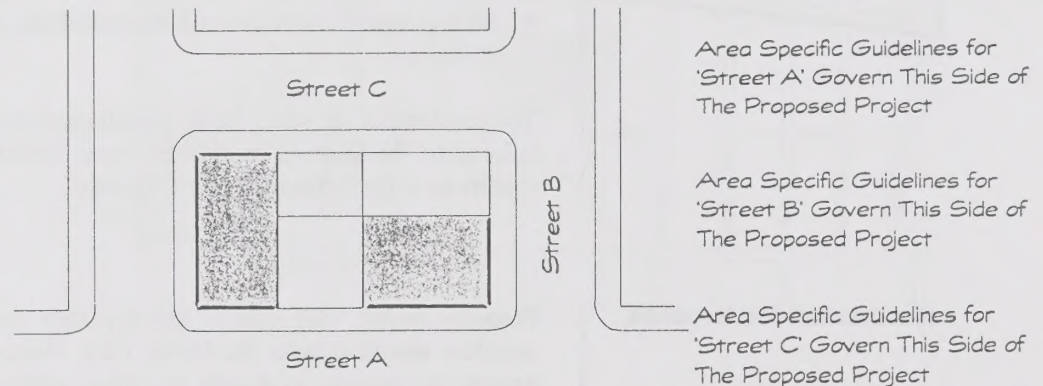


Image 3: Street Frontage Determines the Application of Guidelines Material



# DISTRICT STRATEGIES

For the purpose of these Design Guidelines the Center City was divided into three districts:

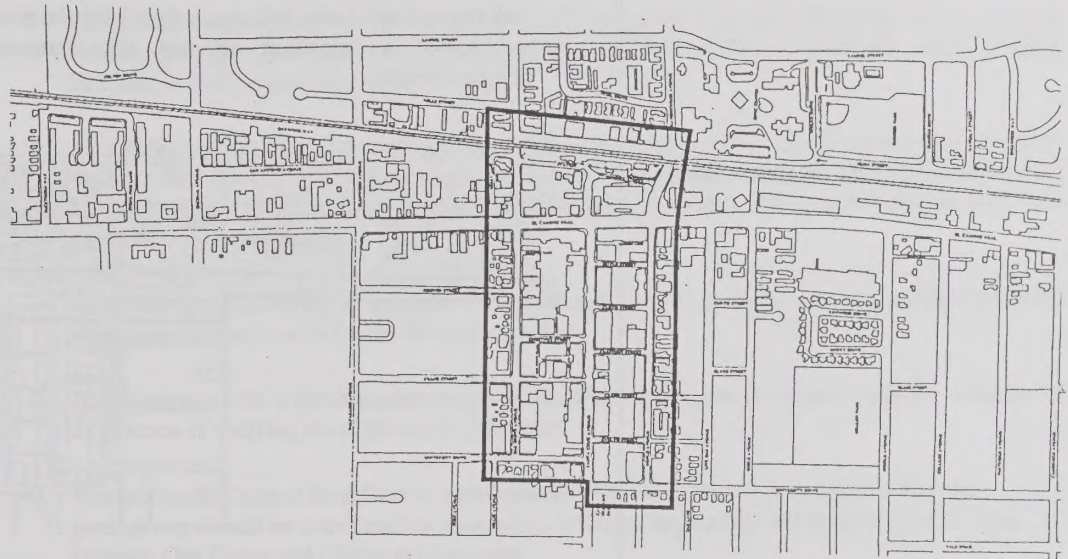
- Santa Cruz Avenue/Downtown,
- El Camino Real (North, Central, and South)
- and the North Rail Area.

Each district possesses a set of unique characteristics and qualities of place. Responding to these conditions, the District Strategies outline a set of intentions for each district, reinforcing the positive qualities already in place and proposing new uses and relationships to promote livability and diversity. Implementation of the District Strategies in the planning process will be achieved by using the Design Guidelines for private development proposals as well as by the realization of Capital Improvement Projects.

**Santa Cruz Avenue/  
Downtown**



**Image 4:** Santa Cruz Avenue



**Image 5:** Santa Cruz Avenue / Downtown District



## Santa Cruz Avenue/ Downtown (cont.)

This area is envisioned to continue to develop as an intimate and lively commercial district that is centered on Santa Cruz Avenue as the traditional neighborhood shopping street.

- ◇ New development should fit in with and respect the existing characteristics of the downtown area such as the scale and cadence of buildings and their intimate relationship with pedestrian-oriented streets.
- ◇ The existing and intended qualities of the downtown area should extend across El Camino Real, forming an engaging environment with inviting public spaces and clear pedestrian access to amenities, businesses and parking areas as well as the rail station and bus stops.
- ◇ Proposed new uses and public investments should build upon and enhance the character of downtown, so that it is perceived as a destination both within the community and the Peninsula at large.
- ◇ Oak Grove and Menlo Avenues, which form the north and south edges of downtown, are intended to provide a transition between the commercial downtown and adjoining residential neighborhoods.

## El Camino Real

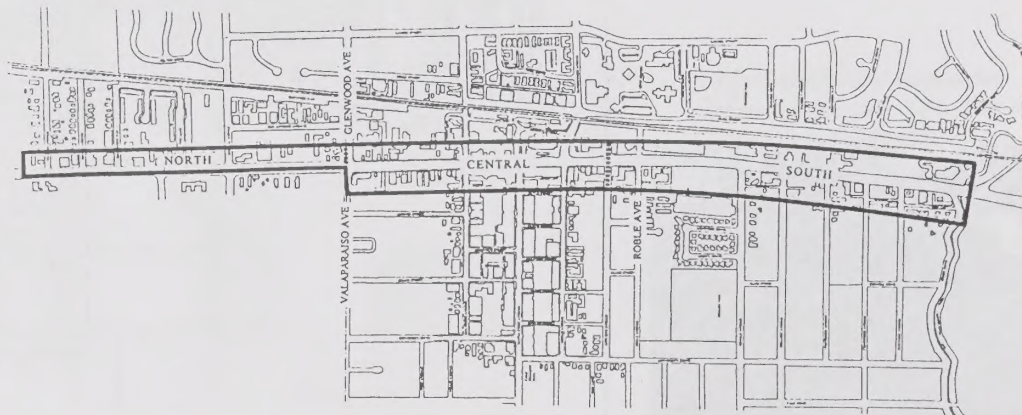


Image 6: El Camino Real District

## El Camino Real (cont.)

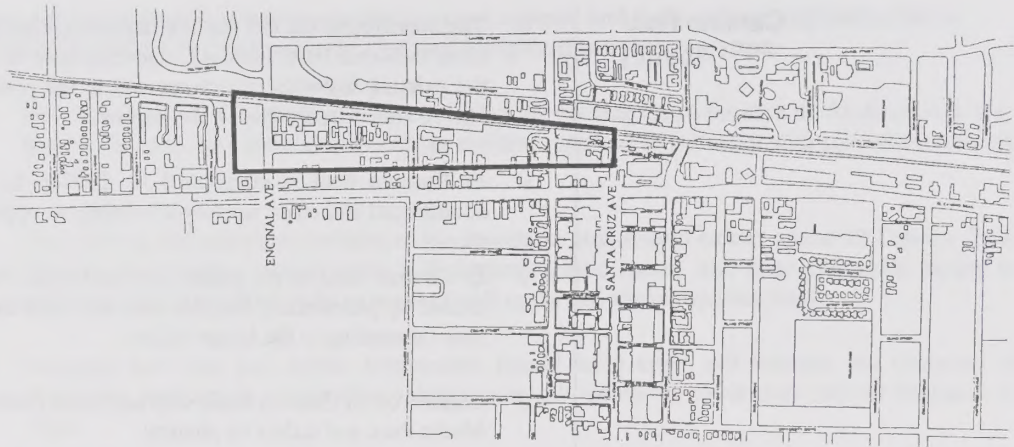


Image 7: El Camino Real - Central

- ◇ The area around the rail station, including East Santa Cruz Avenue and Merrill Street, holds many clues to Menlo Park's history. Development in this area should proceed with special attention to the existing historical structures and to the potential for becoming a district with importance for Menlo Park's image within the region.
- ◇ El Camino Real is envisioned to develop as a viable, active mixed-use district, combining commercial and office uses with housing on upper floors.
- ◇ El Camino Real is the public face of Menlo Park's identity. It is envisioned as a civic realm, shared by pedestrians, bicycles and automobiles, focusing on the community, while at the same time connecting to the larger region.
- ◇ Located on El Camino Real, well anchored north and south entries should signal the city limits of Menlo Park and reflect its identity.
- ◇ El Camino Real-Central is intended to continue developing as an area characterized by a strong building definition and visible pedestrian activity - a unique condition not found elsewhere along El Camino Real on the Peninsula.
- ◇ As a long-term development it is envisioned that new or renovated buildings on the west side of El Camino Real-Central will setback or be developed with first floor arcades to provide more space for pedestrians. On the east side a pattern of habitable courtyards and corner buildings built to a new sidewalk is projected.
- ◇ On El Camino Real-North and South, setbacks should provide room for a strong, pedestrian-scaled landscape character anchored by rows of new trees.
- ◇ In conjunction with a development proposal, vacating Derry Lane as a street should be considered as a means of unifying development in this area.
- ◇ Connecting El Camino Real Central and Garwood Way with a street or pedestrian/bicycle passageway should be considered in connection with any large development project in the area between Oak Grove and Glenwood Avenues.



## North Rail Area



**Image 9:** North Rail Area District

- ◇ This area is envisioned as a coherent, identifiable community with pedestrian-oriented mixed-use development that is linked to Menlo Park's rail station.
- ◇ Active commercial street edges should be encouraged along Oak Grove and Santa Cruz Avenues east of El Camino Real as well as Merrill Street.
- ◇ Future development on San Antonio, Glenwood and Encinal Avenues as well as Garwood Way should reinforce the existing residential character of the area.
- ◇ Buildings need to address the street with entrances, porches, windows, courtyards and balconies. At street level buildings should support pedestrian orientation by providing accessible amenities in open spaces and services.
- ◇ Older structures with special aesthetic and historic interest should be retained and refurbished to give distinctive character to this area and provide guidance for new development.
- ◇ A pedestrian/bicycle path should be built along Garwood Way and the rail line to link residential development in the area to the rail station and its bus stops.



**Image 8:** San Antonio Avenue



The Design Concepts express the central urban design considerations and are organized in seven categories:

- Building Volume
- Street Frontage
- Uses
- Landscape / Open Space
- Parking
- Connections
- Building Design Standards

The Design Concepts offer recommendations for desirable qualities of new development throughout the Center City. The introduction to each Design Concept outlines the goals and intentions of the basic guidelines in the respective category. The basic guidelines support and realize the Design Concepts. The Area Specific Design Guidelines for each Center City Area combine both the Design Concepts' basic guidelines as well as guidelines which are specific to each respective area.

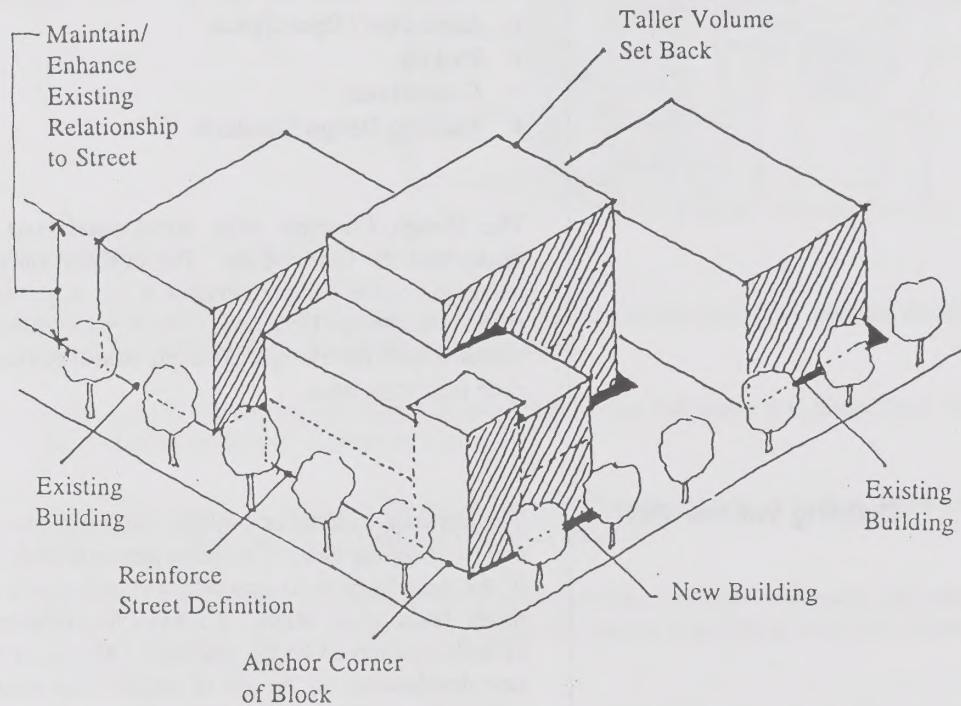
## **Building Volume [BV]**

The Building Volume or building mass of a structure is largely determined by its overall height and the stepping back of building elements such as parts of lower or upper floors. The intention of the guidelines is to generate and maintain a strong relationship between buildings and the public realm of the street. To allow for sufficient sunlight access to sidewalks the upper floors of buildings should be stepped back. Moreover it is important to relate the Building Volume of new development to the one of neighboring existing buildings to support a development that is consistent with the context of the area.

## Building Volume [BV] (cont.)

**BV 1** Shape the overall building mass to reinforce the definition and importance of the street.

**BV 2** Relate height and mass distribution of new development to adjoining structures.



**Image 10:** Building Volume Determines a Project's Relationship to the Street and Existing Buildings.

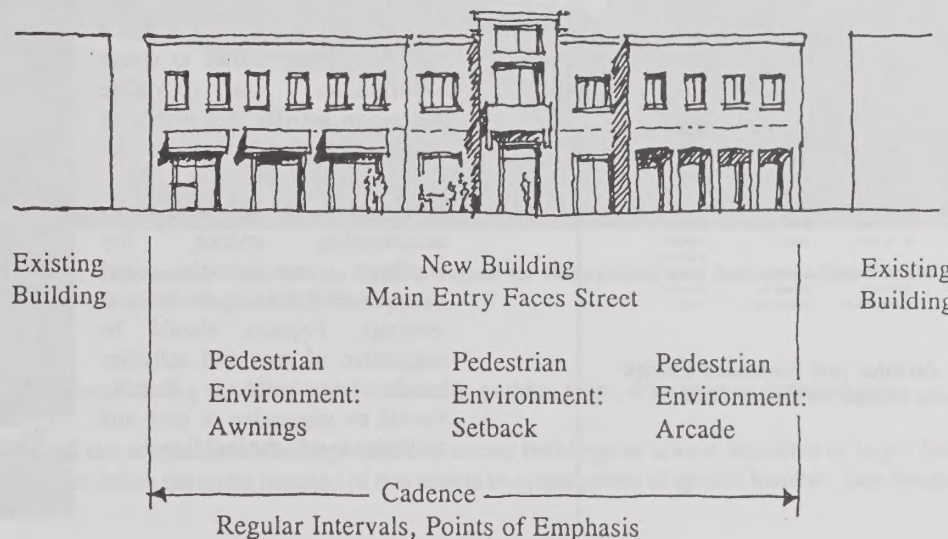


## Street Frontage [SF]



**Image 11:** Window, Entry and Bay spacing establish Cadence. (SF 1)

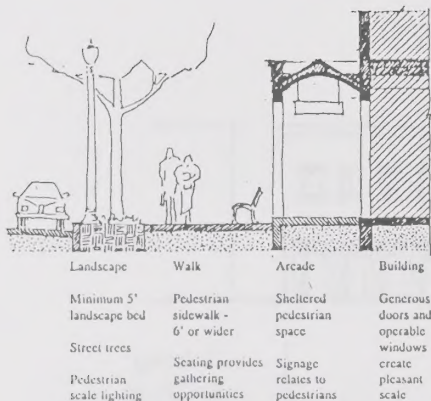
Street frontage is the face that development projects present to the public realm. Whether a building is setback from the property line or is built right up to it largely determines if a street as a whole is perceived as residential or spot commercial in character or as a downtown retail area. The individual building façades should contribute to the overall definition and vitality of the street. The ground floor in particular should be designed to support the interaction between pedestrians, outdoor spaces, the building, and the uses within the building. Because of the close interaction between pedestrian and building façade it is important to structure the façade and its elements to address the needs of pedestrians. Façade detailing and patterns of construction such as bays, columns, windows and entrances all should relate to how pedestrians perceive their environment. Pedestrian plazas and recessed entries create usable extensions of the public realm and function as spatial transition between public and private uses.



**Image 12:** The Design of the Street Frontage Establishes a Project's Face to the Public Realm.

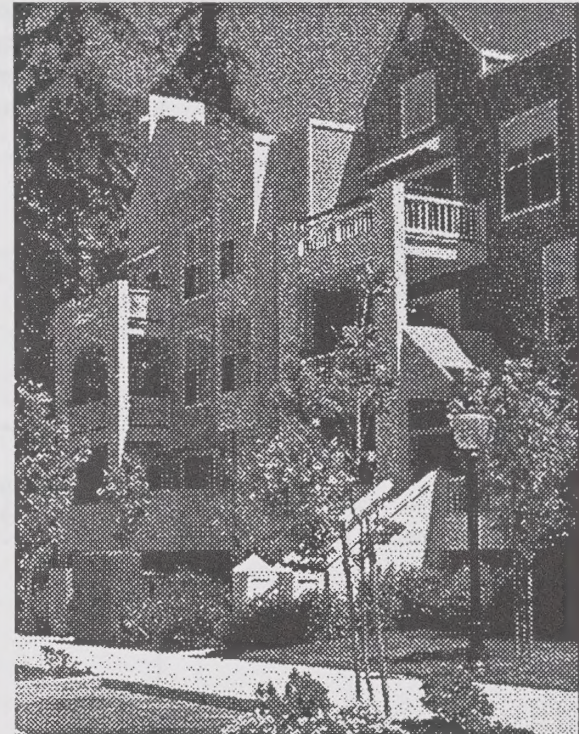


## Street Frontage [SF] (cont.)



**Image 13:** Arcades and Recessed Entries Create Usable Niches for Pedestrians.

- SF 1** Respect the scale and spacing of adjacent buildings and the “cadence” established in the patterns of existing building elements, such as entries, bays, columns and windows. (see Images 11, 12)
- SF 2** Address the street with entrances, windows, arcades, and architectural features.
- SF 3** Face main building entrances onto the street, both physically and visually.
- SF 4** Incorporate into residential architecture elements that signal habitation and provide a “front” for the street. Such elements include entrances, stairs, porches, domestic windows, bays and balconies that are visible to people on the street.
- SF 5** Recess building entries to create opportunities for visible pedestrian activity and niches of usable space. (see Image 16)
- SF 6** Articulate building façades by accentuating entries, bay windows, pass-throughs, and incorporating shading devices and awnings. Façades should be suggestive of uses and activities inside the building. Façades should be suggestive of uses and activities inside the building.



**Image 14:** Porches, Balconies, Entries and Windows Articulate the Façade and Signal Habitation (SF 4, 6)



## Street Frontage [SF] (cont.)



**Image 15:** Architectural Emphasis of a Corner Condition (SF 8)

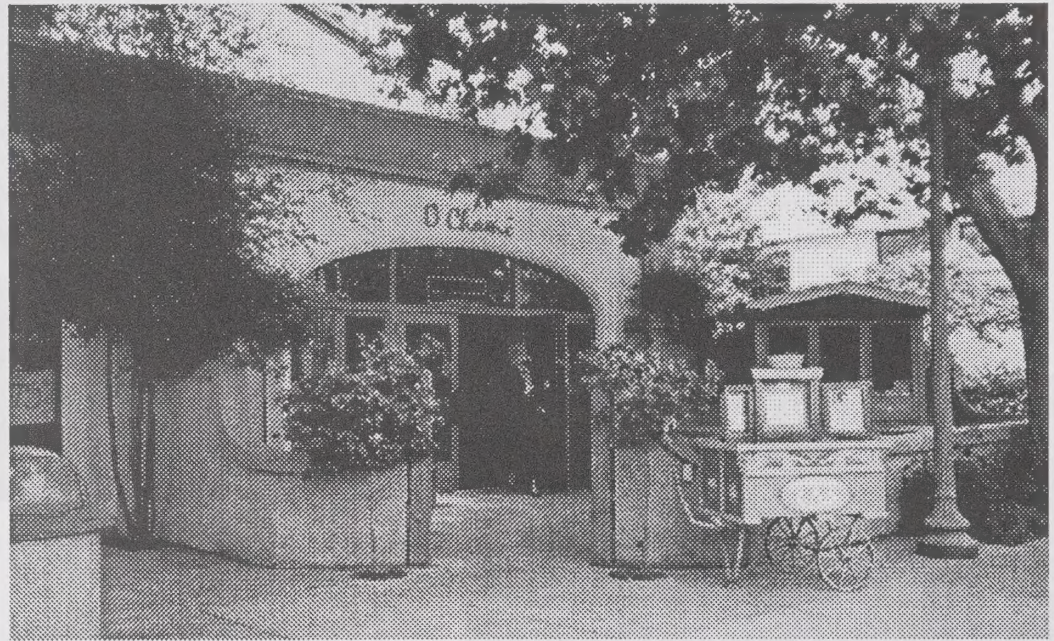


**Image 16:** Recessed Entries Create Usable Niches for Pedestrians and Accommodate People Spilling out from Adjacent Businesses. (SF 5)

- SF 7** Avoid facing the street with blank walls, parking areas, driveways or garage doors.
- SF 8** Take advantage of the importance of corner buildings or corner segments of larger buildings to define the street frontage of two streets or create points of special interest. (see Image 15)



**SF 9** Between buildings and sidewalks, use walls, fences and hedges only to define and shape usable outdoor spaces. Any walls or fences should be well integrated with the overall site design and not disrupt the visual connection between building and street. Heights above 4 feet are not recommended. Hedges in residential areas should not exceed 6 feet in height.



**Image 16:** Walls Integrated into the Overall Design of a Building can help to Define Usable Outdoor Space. (SF 9)



## Uses

This document does not regulate the permitted use of a given property. Uses, however, are an important factor in determining the character of a place. Therefore, every set of Area Specific Guidelines contains a section listing recommended uses that are supportive of community goals and the intended or existing character of the area.

Because use recommendations are very specific to the different Center City areas they are listed as part of the Area Specific Guidelines only.

## Landscape/ Open Space [L/O]



**Image 17:** Consistently Landscaped Setbacks and Regularly Spaced Street Trees Define the Street Edge and Create a Pleasant Space for Pedestrians (L/O 1,3).

Landscaped setbacks, frontyards, and street trees help create a distinct and unified image for the Center City as well as for individual streets. Street trees enhance the definition of street edges and begin to facilitate a separation of pedestrians from the impacts of auto traffic. Landscaping, particularly if complemented with other forms of usable open space, benches, artwork and other amenities, is a key component in creating a pleasant pedestrian environment. Trees are especially valuable landscape elements. They help to define outdoor spaces and, moreover, provide shadow for comfort on the many sunny days in this region. The preservation of heritage trees and heritage oaks is of great importance to Menlo Park because they establish a special character.

- L/O 1** Use landscaping in setback areas to build up a consistently landscaped street edge, a pleasant character to the street, and provide privacy for residents.
- L/O 2a** Provide for public amenities in open spaces including places to sit and shade from trees or overhangs. [Residential Areas]
- L/O 2b** Provide for public amenities in open spaces and recessed entry areas such as places to sit and shade from trees, awnings or overhangs. Dimension such spaces to accommodate people spilling out from businesses. [Mixed Use and Commercial Areas]
- L/O 3** Encourage the planting of regularly spaced street trees on both sides of the street. High branching canopy trees should be used to provide shade and enclosure to the street.



## Landscape/ Open Space [L/O] (cont.)



**Image 18:** Heritage Oaks give Menlo Park are its Particular Character. (L/O 4)



**Image 19:** Places to Sit, Awnings and Shade Trees all Contribute to a Pleasant Outdoor Space. (L/O 2b)

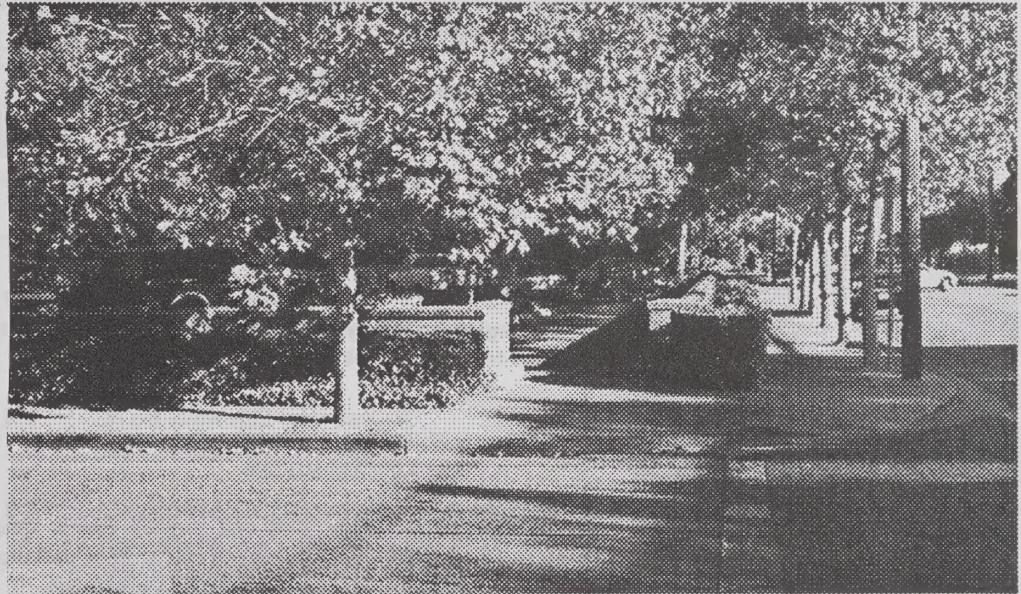
- L/O 4** Preserve heritage trees - particularly heritage oaks - and other mature vegetation and integrate them into elements of building form, such as courtyards and setbacks.
- L/O 5** Use plant species that do not require extensive watering; native species are recommended.
- L/O 6** Design all landscaping to fit location and proposed uses. Keep landscaping well maintained.



## Parking [P]

Parking is an essential necessity in the Center City. For most visitors a trip to the Center City begins with parking an automobile. This also begins the visitor's experience of the area as a pedestrian. The guidelines support clear directions for drivers to parking areas such as parking plazas, other types of surface parking or garages. At the same time the intention is to minimize the visual impact of parking on the public realm. Parking areas should not disrupt the public realm but rather become integrated and well designed parts of the Center City area. Overall, the accommodation of automobiles should be supportive of uses and activities occurring in the Center City.

- P 1** Internalize parking within the building site; accommodate below grade, or screen from the street with defined boundaries such as low (3.5 ft.) walls/and or landscaping. The screening elements should be high enough to mask cars but still allow visibility into and out of the lot.



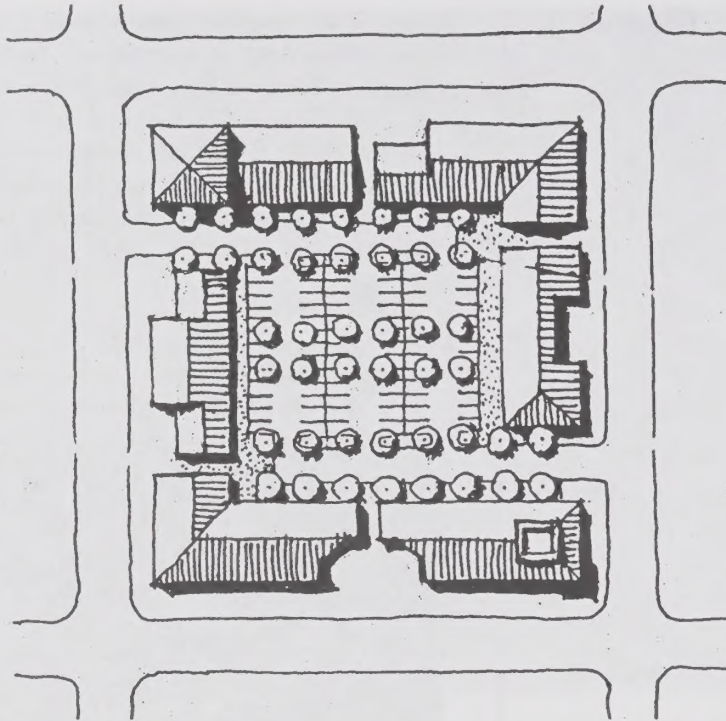
**Image 20:** Low Walls and landscaping Should be Used to Screen and Spatially Define Parking Areas.



## Parking [P] (cont.)



**Image 21:** Shade Trees are an Important Design Element for Surface Parking Areas.

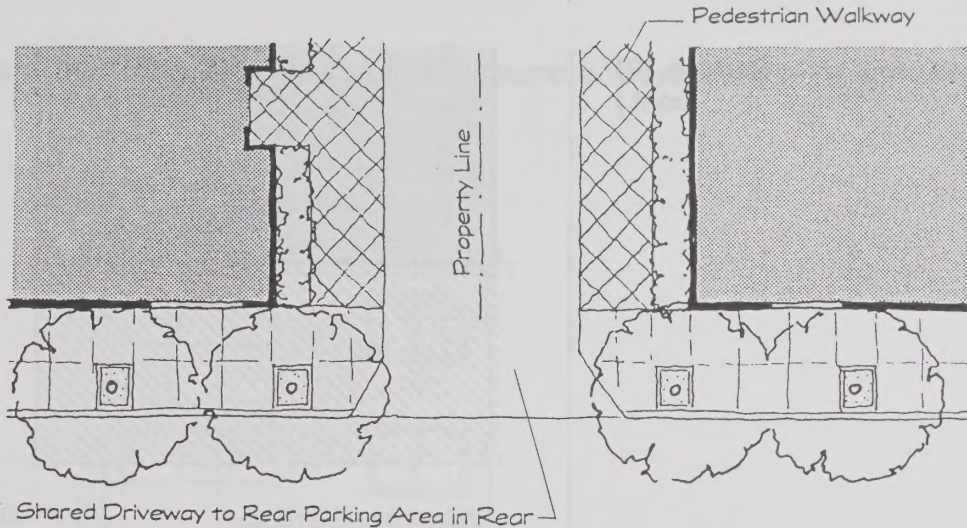


**Image 22:** Prototypical Parking Court: Parking is Surrounded by Uses, has Multiple Access Passages and Shade Trees. (P1,3,4)

- P 2** Minimize the number and width of curb cuts and encourage shared driveway entries to parking and services.
- P 3** Plant shade trees and provide evenly spaced, pedestrian scaled light fixtures throughout parking areas to ensure that surface parking lots become a positive point of departure in the pedestrian experience of the Center City.



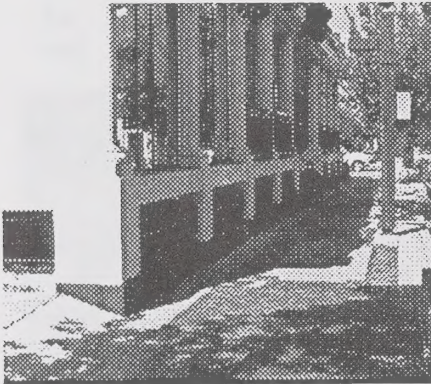
## Parking [P] (cont.)



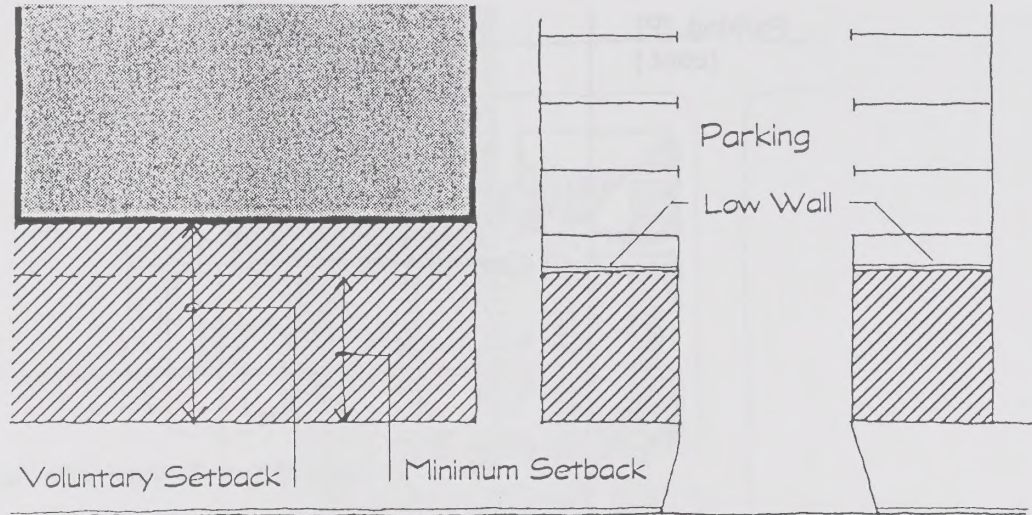
**Image 23:** Pedestrian Walkways Should be an Integral Part of Any Driveway to a Parking Area. (P 4)

- P 4** Provide multiple pedestrian access between parking areas and surrounding streets. All driveways should incorporate a pedestrian walkway on the side closest to a building. (see Image 23)
- P 5** Do not allow parking in any setback areas between the front of buildings and the sidewalk edge. Parking can be accommodated at the side of buildings if it does not encroach on setbacks required in this document or the Zoning Ordinance. (see Image 26)
- P 6** Do not allow split-level parking.  
[Streets with Retail Frontage]
- P 7** Allow split-level parking only if the street is well fronted with habitable landscaped spaces. Such spaces can include seating, stairs or stoops, areas with special planting, and other pedestrian scaled elements that add visual interest to the street. [Residential Streets] (see Image 27)

## Parking [P] (cont.)

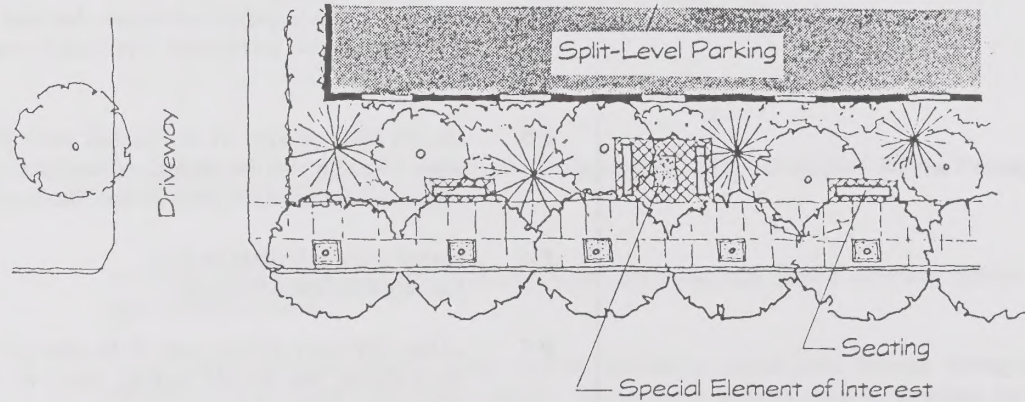


**Image 24:** Split-level Parking Disrupts the Relationship Between Pedestrian and Building



**Image 25:** No Parking in Setbacks (P 5)

/// No Parking Allowed

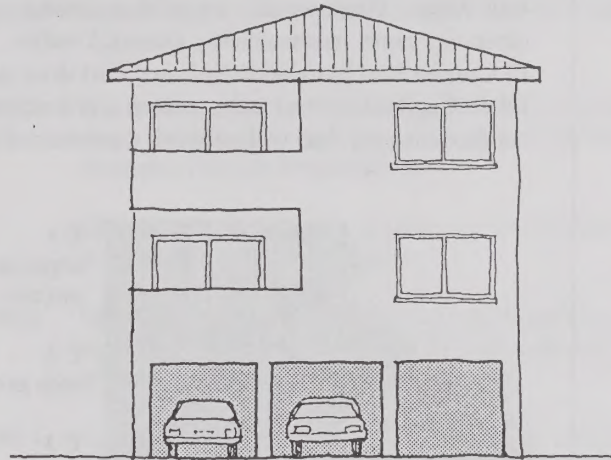


**Image 26:** Split-level Parking Should be Combined with Landscaped Setbacks and Pedestrian Amenities. (P 7)



## Parking [P] (cont.)

**P 8** First floor parking within the building footprint is not appropriate on the street side of a building.



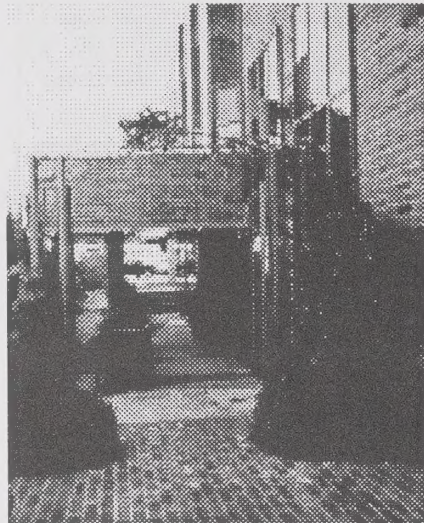
**Image 27:** On the Street Side, First Floor Parking within the Building Footprint is Not Appropriate.  
(P 8)

## Connections [C]

Clearly marked connections introduce new options for pedestrians to reach destinations within the Center City. Linking parking and retail areas with pedestrian passages improves the convenience of moving about for shoppers and other visitors to the downtown. Moreover, pedestrian paths should be included within and between new development projects in the North Rail Area. These would establish a greater connectivity for pedestrians where long blocks otherwise cause inconveniently extended walks. This would make spot commercial located on El Camino Real more accessible and thus draw pedestrians onto the street. In combination with future Capital Improvements, such as a pedestrian/bicycle path along the rail line, the individual connections over time will establish a network of pedestrian routes.



**Image 28:** Structures of Different Sizes Can be Used to Mark Pedestrian Passageways.



**Image 29:** Pedestrian Walkways Increase Opportunities for Pedestrians and Social Encounters.

**C 1** Incorporate pedestrian walkways that connect and organize the built elements within larger development projects.

**C 2** Create relationships with adjacent development such as connecting pedestrian walkways.

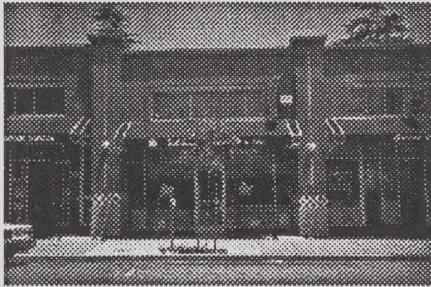
**C 3** Adequately illuminate walkways or passages and their entries for pedestrian safety.

**C 4** Include into the design of passageways: directional signage, display cases as well as quality paving and landscaping. Minimize blank walls.

**C 5** Clearly mark pedestrian passages on the street with notable design features or signage. (see Image 29)



## Building Design Standards [DS]



**Image 30:** Durable Awnings Should be Used as Shading Devices.

The Building Design Standards address specific aspects of a new development such as building materials, exterior colors, doors, awnings, roofs, trash enclosures, lighting, signage, as well as public art. Attention to these details is important to ensure that each new building or remodeled façade fits in with existing positive qualities in its context and contributes to an environment that provides visual interest and physical comfort to pedestrians and other users of the Center City.

**DS 1** Use durable, high quality building materials including, but not limited to, metal, painted wood, stucco, tiles, marble and granite. Avoid materials that are incompatible with the character of neighboring buildings.

Use particularly durable and attractive materials where a high concentration of pedestrian activity occurs close to a building.

**DS 2** Integrate the roof of the building with its structure and façade. Roofs that appear to be tacked-on to the building are not acceptable. All main roof lines should be compatible with those of adjacent existing buildings. (see Image 33)

**DS 3** Use vertical and or horizontal shading devices, overhangs and awnings, if sunlight needs to be reduced. To minimize glare and to allow for transparency of the building façade, tinted or reflective glazing is not advisable.

**DS 4** Include glass in entry doors to commercially used ground floor spaces. To minimize glare and to allow for transparency, tinted or reflective glazing is not advisable.

**DS 5** Use durable and easily maintainable materials for all types of awnings.

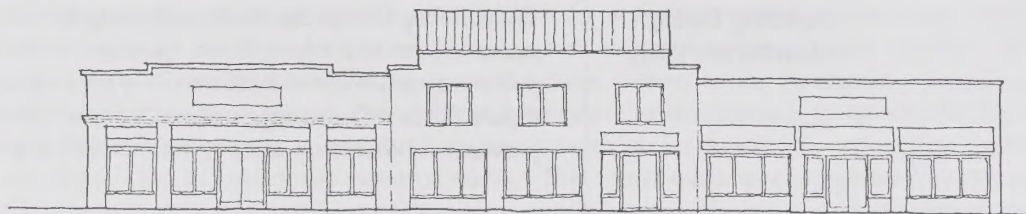
**DS 6** Use exterior colors that are in limited contrast to adjacent buildings.

**DS 7** Position all exterior lighting, including those in parking areas, to minimize glare for pedestrians, automobiles and neighbors. Adjust the intensity of exterior illumination to a level that meets safety standards but respects the privacy of adjacent residential properties.

## Building Design Standards [DS] (cont.)



**Image 31:** Exterior Light Fixtures Should be Integrated with the Building's Architecture. (DS 8)



Appropriate



Not Appropriate

**Image 32:** Roof Lines and Roof Shapes Should be Consistent with the Structure of the Building Itself as well as with Roof Lines of Adjacent Buildings. (DS 2)

- DS 8** Integrate exterior light fixtures into the façades of the building. Light fixtures should be consistent with the building's architecture and scale and should also be pedestrian scaled and evenly spaced for visual impact and safety.
- DS 9** Integrate signage into the façades of buildings. Signage should be consistent with the building's architecture, scale, materials, and colors. (see Images 34 and 35)
- DS 10** Internally illuminated cabinet signs and pole mounted signs are not appropriate. Free standing monument signs are not recommended unless they are integrated into the building façade or incorporated into site elements that shape usable outdoor spaces such as low walls, porches, or trellises.



## Building Design Standards [DS] (cont.)



Appropriate

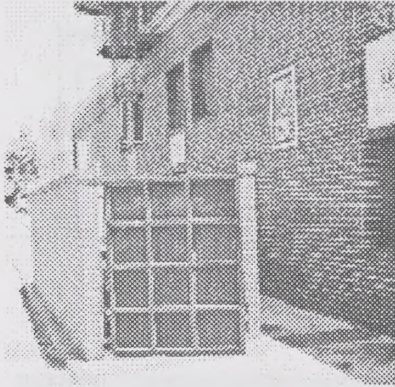


Not Appropriate

**Image 33:** All Signage Should be Integrated into the Building Façade. (DS 9)



**Image 34:** The Signage for the Different Stores in this Building is well Integrated with the Façade.



**Image 35:** Trash Enclosures Should be Minimized in their Visual Impact. (DS 11)

- DS 11** Minimize the visual impact of trash enclosures and mechanical, electrical, and plumbing equipment by integrating them into the architecture of the building. If screens are used, they need to fit in with the overall site and building design.
- DS 12** Consider the incorporation of public art into the project. Any piece of art should be visible from publicly accessible spaces. It should be an integral part of the overall project design that enhances the visual interest of the building façade, entries, habitable courtyards, or setbacks.



# AREA SPECIFIC DESIGN GUIDELINES

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The Area Specific Design Guidelines for each Center City Area are a combination of both the Design Concepts' basic guidelines as well as guidelines which are specific to each respective area. The following explanations will help to interpret the guidelines material correctly.

1. Specific guidelines are bulleted and basic guidelines are numbered. The numbering system for the basic guidelines is consistent with the one used in the Design Concepts chapter.
2. Guidelines that pertain to only one side of a street or a certain segment of a street are distinguished by an underlined location for which the guideline applies.
3. Each set of guidelines is preceded by an introduction that briefly characterizes existing conditions as well as describes their intended results.
4. The applicable District Strategies for each area are listed at the end of all the guideline sets.

The Guideline Sets for the different areas are organized in the following sequence:

- ◇ Alma Street
- ◇ Cross Streets of Santa Cruz Avenue
- ◇ El Camino Real North
- ◇ El Camino Real Central
- ◇ El Camino Real South
- ◇ Glenwood Avenue / Encinal Avenue
- ◇ Garwood Way
- ◇ Menlo Avenue / Oak Grove Avenue
- ◇ Merrill Street
- ◇ Parking Plazas
- ◇ San Antonio Avenue
- ◇ Santa Cruz Avenue

## ALMA STREET

*Alma Street is characterized by small-scale commercial development. The street is punctuated with heritage oaks. Landscaped setbacks and arcades invite and accommodate pedestrian passage. The intent is to form a mixed-use street which serves as a transition zone between the commercial/civic district of the Center City and the mixed density residential neighborhood east of Alma Street. Using and preserving existing landscaped front yards, and particularly the heritage oaks, buildings should be developed between and around the trees, creating habitable courtyard spaces. With the intended opening of the rail platform to Alma Street, new development should relate directly to the rail station and East Santa Cruz Avenue, providing commercial and public services to public transit users.*

### Building Volume

- Allow 2 story buildings (up to 30 feet height) to maintain the pedestrian character of the street.
- Respect the dominant presence of heritage oaks.

BV 1 Shape the overall building mass to reinforce the definition and importance of the street.

BV 2 Relate height and mass distribution of new development to adjoining structures.



Image 36: Heritage Oak on Alma Street.

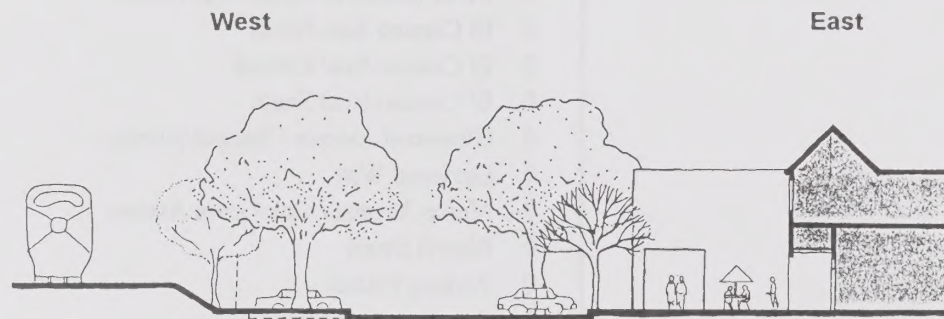


Image 37: Alma Street



## Street Frontage

- Setback areas can include an arcade with second story development, awnings and overhangs.
- Preserve the existing landscape character on Alma Street using landscaped setbacks, courtyard development, and arcades to create space for outdoor gathering in the sun.
- Minimize the visibility of first floor parking areas located on Alma Lane using landscaping and fences on properties along Alma Street.



**Image 38:** Alma Street Should Remain to be Characterized by Landscaped Setbacks, Arcades and Small Courtyards for People to Gather.



## Street Frontage (cont.)

- SF 2 Address the street with entrances, windows, arcades, and architectural features.
- SF 3 Face main building entrances onto the street, both physically and visually.
- SF 4 Incorporate into residential architecture elements that signal habitation and provide a “front” for the street. Such elements include entrances, stairs, porches, domestic windows, bays and balconies that are visible to people on the street.
- SF 5 Recess building entries to create opportunities for visible pedestrian activity and niches of usable space.
- SF 6 Articulate building façades by accentuating entries, bay windows, pass-throughs, and incorporating shading devices and awnings. Façades should be suggestive of uses and activities inside the building.
- SF 7 Avoid facing the street with blank walls, parking areas, driveways or garage doors.
- SF 8 Take advantage of the importance of corner buildings or corner segments of larger buildings to define the street frontage of two streets.
- SF 9 Between buildings and sidewalks, use walls, fences and hedges only to define and shape usable outdoor spaces. Any walls or fences should be well integrated with the overall site design and not disrupt the visual connection between building and street. Heights above 4 feet are not recommended. Hedges in residential areas should not exceed 6 feet in height.

## Uses

- Encourage mixed use development: retail, office and housing.
- Provide commercial and public services to users of public transit on the ground floor.
- Provide residential units above commercial/retail development to increase housing opportunities near public transit.



## Landscape/Open Space



**Image 39:** Courtyards Create Spaces for People to Gather.

- On the east side of Alma Street, create courtyard open spaces to take advantage of the afternoon sun. Design courtyards as defined places for people to gather.
- New trees and plantings should complement the existing heritage oaks along Alma Street.
- L/O 1 Use landscaping in setback areas to build up a consistently landscaped street edge, a pleasant character to the street, and provide privacy for residents.
- L/O 2b Provide for public amenities in open spaces and recessed entry areas such as places to sit and shade from trees, awnings or overhangs. Dimension such spaces to accommodate people spilling out from businesses.
- L/O 4 Preserve heritage trees - particularly heritage oaks - and other mature vegetation and integrate them into elements of building form, such as courtyards and setbacks.
- L/O 5 Use plant species that do not require extensive watering; native species are recommended.
- L/O 6 Design all landscaping to fit location and proposed uses. Keep landscaping well maintained.

## Parking

- Provide access to parking and services from Alma Lane wherever possible.
- Development should accommodate cars in a shared parking court.
- P 1 Internalize parking within the building site, accommodate below grade, or screen from the street with defined boundaries such as low (3.5 ft.) walls/and or landscaping. The screening elements should be high enough to mask cars but still allow visibility into and out of the lot.
- P 2 Minimize the number and width of curb cuts and encourage shared driveway entries to parking and services.
- P 3 Plant shade trees and provide evenly spaced, pedestrian scaled light fixtures throughout parking areas to ensure that surface parking lots become a positive point of departure in the pedestrian experience of the Center City.

## Parking (cont.)

- P 4 Provide multiple pedestrian access between parking areas and surrounding streets. All driveways should incorporate a pedestrian walkway on the side closest to a building.
- P 5 Do not allow parking in any setback areas between the front of buildings and the sidewalk edge. Parking can be accommodated at the side of buildings if it does not encroach on setbacks required in this document or the Zoning Ordinance.
- P 6 Do not allow split-level parking.
- P 8 First floor parking within the building footprint is not appropriate on the street side of a building.

## Connections

- Allow for a public pedestrian passage from Alma Street to internal parking areas and Alma Lane, connecting residential neighborhoods to retail development and transit.
- C 3 Adequately illuminate walkways or passages and their entries for pedestrian safety.

## Building Design Standards

- Relate to the existing context with arcades, shallow pitched roof lines and wide overhangs.
- DS 1 Use durable, high quality building materials including, but not limited to, metal, painted wood, stucco, tiles, marble and granite. Avoid materials that are incompatible with the character of neighboring buildings.  
  
Use particularly durable and attractive materials where a high concentration of pedestrian activity occurs close to a building.
- DS 2 Integrate the roof of the building with its structure and façade. Roofs that appear to be tacked-on to the building are not acceptable. All main roof lines should be compatible with those of adjacent existing buildings.
- DS 3 Use vertical and or horizontal shading devices, overhangs and awnings, if sunlight needs to be reduced. To minimize glare and to allow for transparency of the building façade, tinted or reflective glazing is not advisable.



## Building Design Standards (cont.)

- DS 4 Include glass in entry doors to commercially used ground floor spaces. To minimize glare and to allow for transparency, tinted or reflective glazing is not advisable.
- DS 5 Use durable and easily maintainable materials for all types of awnings.
- DS 6 Use exterior colors which are in limited contrast to adjacent buildings.
- DS 7 Position all exterior lighting, including those in parking areas, to minimize glare for pedestrians, automobiles and neighbors. Adjust the intensity of exterior illumination to a level that meets safety standards but respects the privacy of adjacent residential properties.
- DS 8 Integrate exterior light fixtures into the façades of the building. Light fixtures should be consistent with the building's architecture and scale and should also be pedestrian scaled and evenly spaced for visual impact and safety.
- DS 9 Integrate signage into the façades of buildings. Signage should be consistent with the building's architecture, scale, materials, and colors.
- DS 10 Internally illuminated cabinet signs and pole mounted signs are not appropriate. Free standing monument signs are not recommended unless they are integrated into the building façade or incorporated into site elements that shape usable outdoor spaces such as low walls, porches, or trellises.
- DS 11 Minimize the visual impact of trash enclosures and mechanical, electrical, and plumbing equipment by integrating them into the architecture of the building. If screens are used, they need to fit in with the overall site and building design.
- DS 12 Consider the incorporation of public art into the project. Any piece of art should be visible from publicly accessible spaces. It should be an integral part of the overall project design that enhances the visual interest of the building façade, entries, habitable courtyards, or setbacks.

## Applicable District Strategies

- Santa Cruz Avenue / Downtown

## CROSS STREETS OF SANTA CRUZ AVENUE

Chestnut Street  
Crane Street  
Curtis Street  
Doyle Street  
Evelyn Street  
University Drive

*In the Downtown area, these streets serve as feeder streets for automobiles to the Parking Plazas which simultaneously makes them the primary pedestrian access from the Parking Plazas to Santa Cruz Avenue. Future development should support and reinforce the function of the cross street as a pedestrian domain. At the corners of cross streets and Santa Cruz Avenue, the existing pattern of recessed entries that provide space for outdoor seating should be continued. Façades of new buildings should create a continuous building line.*

## Building Volume

- Allow 2-3 story buildings (up to 35 feet height) with the second floor continuing the building line and the third floor stepping back from the street.
- BV 1 Shape the overall building mass to reinforce the definition and importance of the street.
- BV 2 Relate height and mass distribution of new development to adjoining structures.

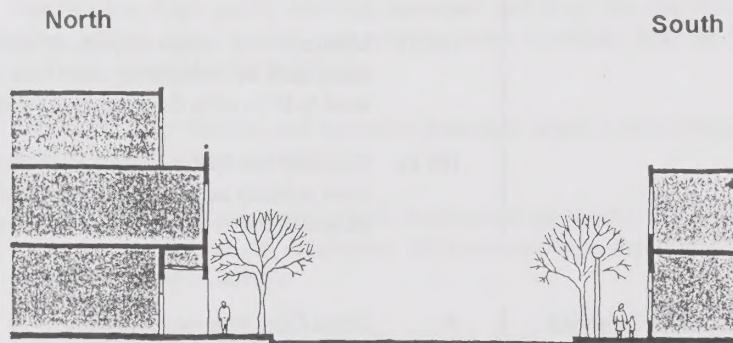


Image 40: Typical Cross Street of Santa Cruz Avenue



## Street Frontage

- Maintain and develop the pattern of continuous building façades built at the property line.
  - Respect the scale of existing buildings at the corners of Cross Streets and Santa Cruz, Oak Grove, and Menlo Avenues.
  - Recess ground floor entrances particularly of corner buildings to accommodate people spilling out from adjacent retail.
- SF 2 Address the street with entrances, windows, arcades, and architectural features.
- SF 3 Face main building entrances onto the street, both physically and visually.
- SF 4 Incorporate into residential architecture elements that signal habitation and provide a “front” for the street. Such elements include entrances, stairs, porches, domestic windows, bays and balconies that are visible to people on the street.
- SF 5 Recess building entries to create opportunities for visible pedestrian activity and niches of usable space.
- SF 6 Articulate building façades by accentuating entries, bay windows, pass-throughs, and incorporating shading devices and awnings. Façades should be suggestive of uses and activities inside the building.
- SF 7 Avoid facing the street with blank walls, parking areas, driveways or garage doors.
- SF 8 Take advantage of the importance of corner buildings or corner segments of larger buildings to define the street frontage of two streets.

## Uses

- Encourage mixed-use development: retail, office, and housing. Incorporate residential units above commercial development.

## Landscape/Open Space

- L/O 2b Provide for public amenities in open spaces and recessed entry areas such as places to sit and shade from trees, awnings or overhangs. Dimension such spaces to accommodate people spilling out from businesses.

|                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Landscape/Open Space (cont.) | <div>L/O 3 Encourage the planting of regularly spaced street trees on both sides of the street. High branching canopy trees should be used to provide shade and enclosure to the street.</div> <div>L/O 5 Use plant species that do not require extensive watering; native species are recommended.</div> <div>L/O 6 Design all landscaping to fit location and proposed uses. Keep landscaping well maintained.</div>                                                                                                                                                                                                 |
| Parking                      | <div>● Accommodate required additional parking internally within the building site or below grade.</div> <div>P 2 Minimize the number and width of curb cuts and encourage shared driveway entries to parking and services.</div> <div>P 6 Do not allow split-level parking.</div> <div>P 8 First floor parking within the building footprint is not appropriate on the street side of a building.</div>                                                                                                                                                                                                               |
| Connections                  | <div>● Encourage retail/commercial businesses to provide a clear interior path within the building to connect parking plaza and Cross Street entrances.</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Building Design Standards    | <div>● Illuminate storefronts and signage to support public evening use and contribute to a lively nighttime character of the downtown.</div> <div>● Use pedestrian-oriented signs mounted perpendicular to the building face.</div> <div>DS 1 Use durable, high quality building materials including, but not limited to, metal, painted wood, stucco, tiles, marble and granite. Avoid materials that are incompatible with the character of neighboring buildings.</div> <div>Use particularly durable and attractive materials where a high concentration of pedestrian activity occurs close to a building.</div> |



## Building Design Standards (cont.)

- DS 2 Integrate the roof of the building with its structure and façade. Roofs that appear to be tacked-on to the building are not acceptable. All main roof lines should be compatible with those of adjacent existing buildings.
- DS 3 Use vertical and or horizontal shading devices, overhangs and awnings, if sunlight needs to be reduced. To minimize glare and to allow for transparency of the building façade, tinted or reflective glazing is not advisable.
- DS 4 Include glass in entry doors to commercially used ground floor spaces. To minimize glare and to allow for transparency, tinted or reflective glazing is not advisable.
- DS 5 Use durable and easily maintainable materials for all types of awnings.
- DS 6 Use exterior colors that are in limited contrast to adjacent buildings.
- DS 7 Position all exterior lighting, including those in parking areas, to minimize glare for pedestrians, automobiles and neighbors. Adjust the intensity of exterior illumination to a level that meets safety standards but respects the privacy of adjacent residential properties.
- DS 8 Integrate exterior light fixtures into the façades of the building. Light fixtures should be consistent with the building's architecture and scale and should also be pedestrian scaled and evenly spaced for visual impact and safety.
- DS 9 Integrate signage into the façades of buildings. Signage should be consistent with the building's architecture, scale, materials, and colors.
- DS 10 Internally illuminated cabinet signs and pole mounted signs are not appropriate. Free standing monument signs are not recommended unless they are integrated into the building façade or incorporated into site elements that shape usable outdoor spaces such as low walls, porches, or trellises.
- DS 11 Minimize the visual impact of mechanical, electrical, and plumbing equipment by integrating them into the architecture of the building. If screens are used, they need to fit in with the overall design of the building.

Building  
Design Standards  
(cont.)

DS 12 Consider the incorporation of public art into the project. Any piece of art should be visible from publicly accessible spaces. It should be an integral part of the overall project design that enhances the visual interest of the building façade, entries, habitable courtyards, or setbacks.

Applicable District  
Strategies

- Santa Cruz Avenue / Downtown



## **EL CAMINO REAL NORTH** (between Stone Pine Lane and Glenwood Avenue)

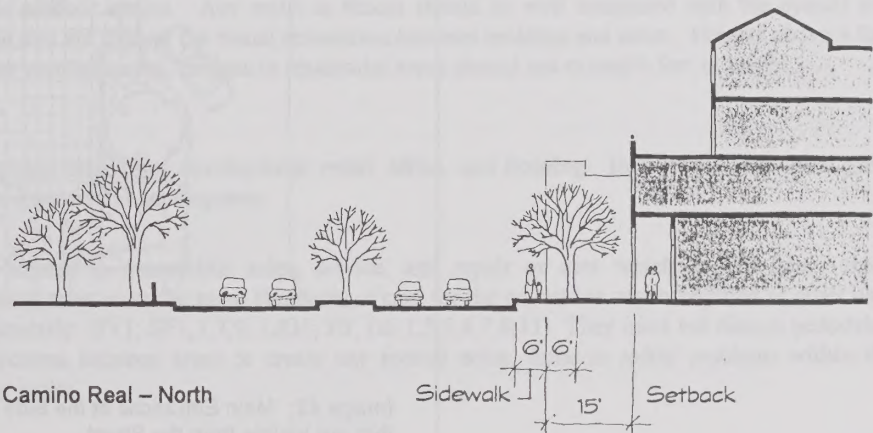
*Menlo Park's north entry is characterized by the division created by the city boundaries between Menlo Park and Atherton in the middle of El Camino Real. The Atherton side of the street provides a defined boundary created by large trees and tall wood fences. There are no provisions for pedestrian improvements along this side of the street. For the Menlo Park side of El Camino Real, the intent is to create a strong landscaped street edge and to improve the pedestrian streetscape. Development should promote a viable, active mixed use district.*

### **Building Volume**

- Allow 3 story buildings (up to 35 feet height).
  - Consider development of 4 stories (up to 50 feet height) for portions of buildings which include housing, community service uses or create active public space. Step the fourth floor of buildings back from the street.
- BV 1 Shape the overall building mass to reinforce the definition and importance of the street.
- BV 2 Relate height and mass distribution of new development to adjoining structures.

West

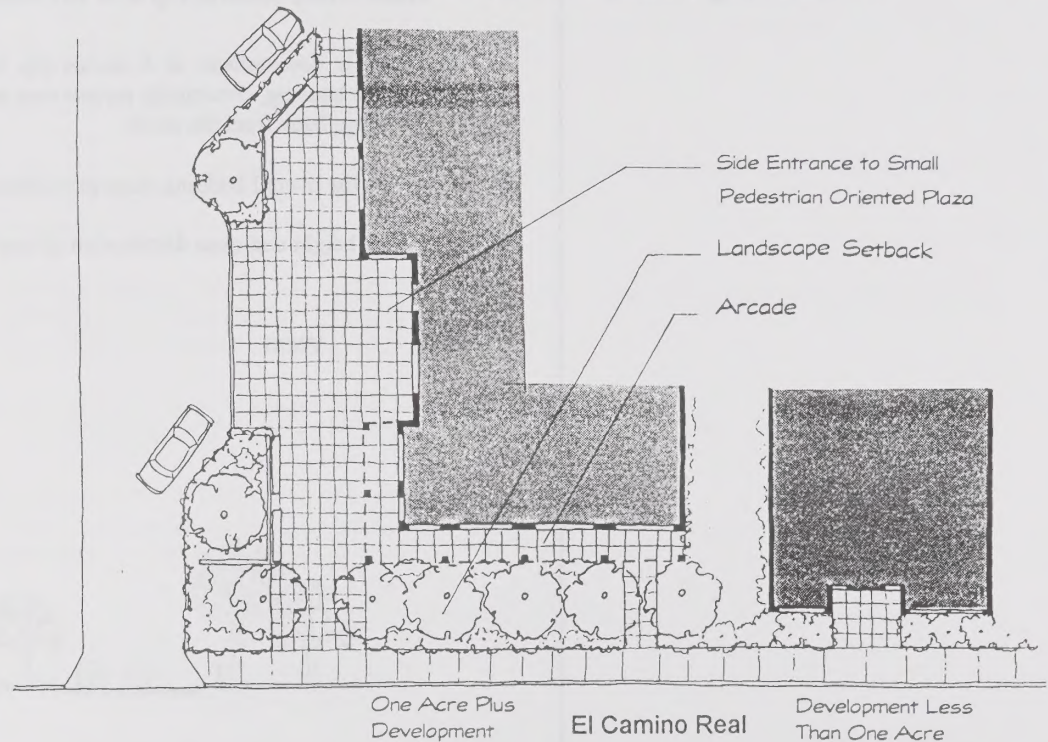
East



**Image 41: El Camino Real – North**

## Street Frontage

- Buildings on parcels equal to or larger than one acre are required to setback 15 feet from the property line to accommodate one row of trees in the setback.
- Buildings on parcels smaller than one acre are required to setback 6 feet from the property line to accommodate landscaping and additional space for pedestrians.
- Face main building entrances onto the street, both physically and visually. Allow main entrances on the side of a building only if they are clearly visible from street and sidewalk and open out onto a small pedestrian oriented plaza that is connected to the sidewalk.



**Image 42:** Main Entrances at the Side of A Building Should be Combined with Small Pedestrian Plazas that are Visible from the Street.



## Street Frontage (cont.)

- Consider including an arcade with second story development. The arcade is not to be built within the setback.
- SF 2 Address the street with entrances, windows, arcades, and architectural features.
- SF 4 Incorporate into residential architecture elements that signal habitation and provide a “front” for the street. Such elements include entrances, stairs, porches, domestic windows, bays and balconies that are visible to people on the street.
- SF 5 Recess building entries to create opportunities for visible pedestrian activity and niches of usable space.
- SF 6 Articulate building façades by accentuating entries, bay windows, pass-throughs, and incorporating shading devices and awnings. Façades should be suggestive of uses and activities inside the building.
- SF 7 Avoid facing the street with blank walls, parking areas, driveways or garage doors.
- SF 8 Take advantage of the importance of corner buildings or corner segments of larger buildings to define the street frontage of two streets.
- SF 9 Between buildings and sidewalks, use walls, fences and hedges only to define and shape usable outdoor spaces. Any walls or fences should be well integrated with the overall site design and not disrupt the visual connection between building and street. Heights above 4 feet are not recommended. Hedges in residential areas should not exceed 6 feet in height

## Uses

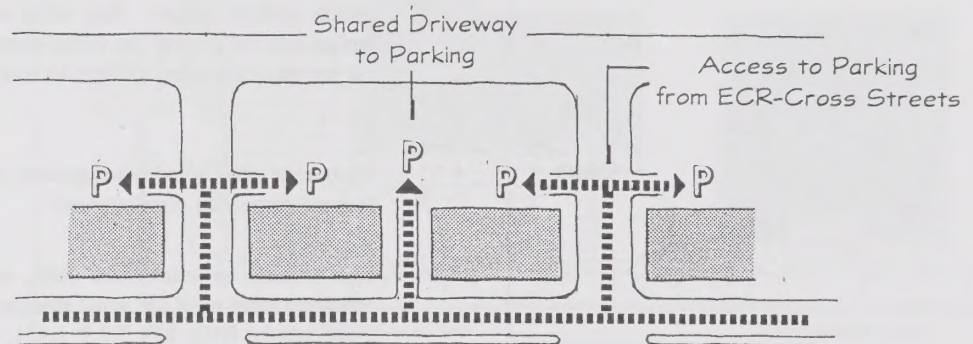
- Encourage mixed use development: retail, office, and housing. Incorporate residential units above commercial development.
- Uses related to automobile sales, service, and repair or uses which require heavy truck servicing must meet the same standards of care for the pedestrian realm required of other uses (particularly: BV1; SF1,3,7,9; L/O1; P3; DS 1,3,5,6,7,8,11). They must not disrupt pedestrian connections between areas or create any special noise, fume or safety problems within the public realm.

## Landscape/Open Space

- Parcels equal to or larger than one acre are required to provide one row of trees within the setback.
- L/O 1 Use landscaping in setback areas to build up a consistently landscaped street edge, a pleasant character to the street, and provide privacy for residents.
- L/O 2b Provide for public amenities in open spaces and recessed entry areas such as places to sit and shade from trees, awnings or overhangs. Dimension such spaces to accommodate people spilling out from businesses.
- L/O 4 Preserve heritage trees - particularly heritage oaks - and other mature vegetation and integrate them into elements of building form, such as courtyards and setbacks.
- L/O 5 Use plant species that do not require extensive watering; native species are recommended.
- L/O 6 Design all landscaping to fit location and proposed uses. Keep landscaping well maintained.

## Parking

- Provide access to parking and services from cross streets of El Camino Real in order to minimize the number of curb cuts on El Camino Real. Encourage parcels with only El Camino Real frontage to share driveway access to parking.



**Image 43:** Access to Parking from Cross Streets of ECR and Shared Driveways Help Minimizing the Number of Curb Cuts.



## Parking (cont.)

- P 1 Internalize parking within the building site, accommodate below grade, or screen from the street with defined boundaries such as low (3.5 ft.) walls/and or landscaping. The screening elements should be high enough to mask cars but still allow visibility into and out of the lot.
- P 2 Minimize the number and width of curb cuts and encourage shared driveway entries to parking and services.
- P 3 Plant shade trees and provide evenly spaced, pedestrian scaled light fixtures throughout parking areas to ensure that surface parking lots become a positive point of departure in the pedestrian experience of the Center City.
- P 4 Provide multiple pedestrian access between parking areas and surrounding streets. All driveways should incorporate a pedestrian walkway on the side closest to a building.
- P 5 Do not allow parking in any setback areas between the front of buildings and the sidewalk edge. Parking can be accommodated at the side of buildings if it does not encroach on setbacks required in this document or the Zoning Ordinance.
- P 6 Do not allow split-level parking.
- P 8 First floor parking within the building footprint is not appropriate on the street side of a building.

## Connections

- Integrate passageways from El Camino Real to San Antonio Avenue alongside or through new development to increase connections from surrounding residential neighborhoods to commercial/retail development on El Camino Real as well as to a future pedestrian/bicycle path along the rail line. It is preferable for passageways to have open access, but if they must be secured, they should use transparent well designed iron gates.
- C 1 Incorporate pedestrian walkways that connect and organize the built elements within larger development projects.
- C 2 Create relationships with adjacent development such as connecting pedestrian walkways.
- C 3 Adequately illuminate walkways or passages and their entries for pedestrian safety.

## Building Design Standards

- Exterior lighting of buildings above the pedestrian level should be minimized.
- Apply darker colors to the exterior of fourth floors to make them visually recede.
- DS 1 Use durable, high quality building materials including, but not limited to, metal, painted wood, stucco, tiles, marble and granite. Avoid materials that are incompatible with the character of neighboring buildings.  
  
Use particularly durable and attractive materials where a high concentration of pedestrian activity occurs close to a building.
- DS 2 Integrate the roof of the building with its structure and façade. Roofs that appear to be tacked-on to the building are not acceptable. All main roof lines should be compatible with those of adjacent existing buildings.
- DS 3 Use vertical and or horizontal shading devices, overhangs and awnings, if sunlight needs to be reduced. To minimize glare and to allow for transparency of the building façade, tinted or reflective glazing is not advisable.
- DS 4 Include glass in entry doors to commercially used ground floor spaces. To minimize glare and to allow for transparency, tinted or reflective glazing is not advisable.
- DS 5 Use durable and easily maintainable materials for all types of awnings.
- DS 6 Use exterior colors that are in limited contrast to adjacent buildings.
- DS 7 Position all exterior lighting, including those in parking areas, to minimize glare for pedestrians, automobiles and neighbors. Adjust the intensity of exterior illumination to a level that meets safety standards but respects the privacy of adjacent residential properties.
- DS 8 Integrate exterior light fixtures into the façades of the building. Light fixtures should be consistent with the building's architecture and scale and should also be pedestrian scaled and evenly spaced for visual impact and safety.



## Building Design Standards (cont.)

- DS 9 Integrate signage into the façades of buildings. Signage should be consistent with the building's architecture, scale, materials, and colors.
- DS 10 Internally illuminated cabinet signs and pole mounted signs are not appropriate. Free standing monument signs are not recommended unless they are integrated into the building façade or incorporated into site elements that shape usable outdoor spaces such as low walls, porches, or trellises.
- DS 11 Minimize the visual impact of trash enclosures and mechanical, electrical, and plumbing equipment by integrating them into the architecture of the building. If screens are used, they need to fit in with the overall site and building design.
- DS 12 Consider the incorporation of public art into the project. Any piece of art should be visible from publicly accessible spaces. It should be an integral part of the overall project design that enhances the visual interest of the building façade, entries, habitable courtyards, or setbacks.

## Applicable District Strategies

- El Camino Real
- North Rail Area (for corner parcels and parcels between El Camino Real and San Antonio Avenue)



## EL CAMINO REAL CENTRAL (between Glenwood Avenue and Live Oak Avenue)

*This segment of El Camino Real is characterized by continuous building façades on the west side of the street. Buildings on the east side are either setback or, in some cases, built to the property line. The various uses and services located along the street generate a people presence on El Camino Real rarely encountered in other peninsula communities. The intent for this El Camino Real Central is to capitalize on the presence of the two existing cinemas to create an identifiable center for Menlo Park: an entertainment district with the greatest intensity of activity and uses, particularly in the evening hours. New buildings should relate to patterns established within the Center City area: parking behind buildings or internalized within the site, rhythmically spaced openings, strong building definition, and setback areas for pedestrian gathering along El Camino Real. New development should promote and support public gathering. New and renovated building on the west side of the street should setback to allow for additional space for pedestrians in the area. On the east side of the street, the existing pattern of building setbacks should be expanded and enhanced by incorporating inhabited plazas and courtyards.*

### Building Volume

- Maintain the existing pattern of 2-3 story buildings. Allow 3 story buildings (up to 35 feet height) built at the property line.

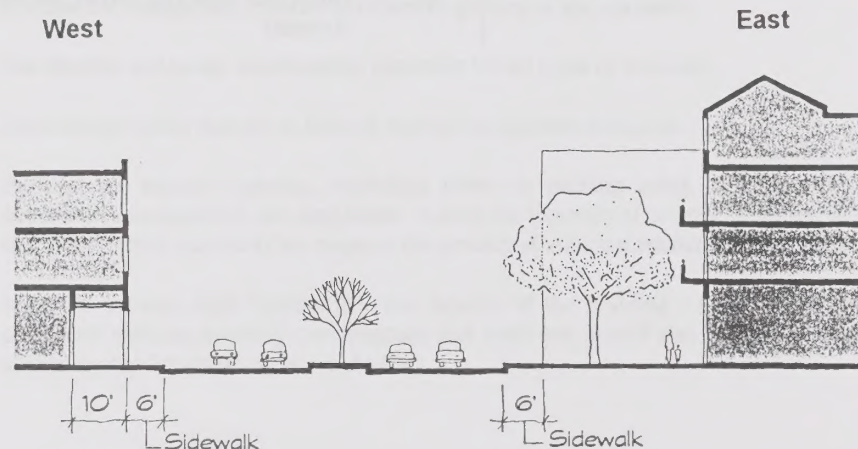


Image 44: El Camino Real - Central



## Building Volume (cont.)

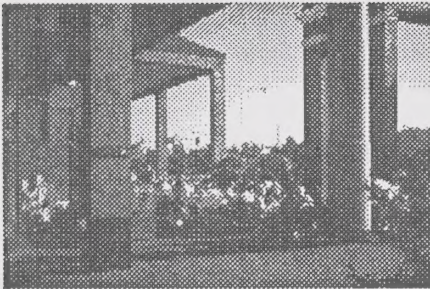
- Consider development of 4 stories (up to 50 feet height) for portions of buildings which include housing, community service uses or create active public space. Step the fourth floor of buildings back from the street.
- BV 1 Shape the overall building mass to reinforce the definition and importance of the street.
- BV 2 Relate height and mass distribution of new development to adjoining structures.

## Street Frontage

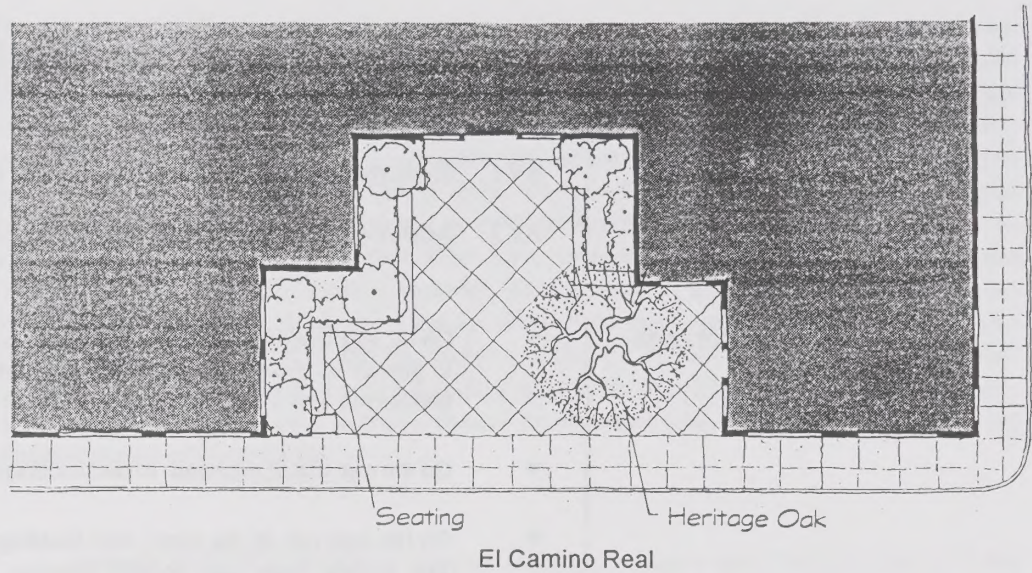
- On the east side of the street, buildings on parcels equal to or larger than one acre are required to provide an accessible pedestrian plaza facing El Camino Real. Surround new pedestrian plazas with uses to support a lively use of the space. (see Image 45)
- On the east side of the street, corner buildings should be built out to the sidewalk.
- On the west side of the street, new buildings should setback 10 feet from the property line. The setback areas can include awnings, overhangs or an arcade with second story development.
- SF 1 Respect the scale and spacing of adjacent buildings and the “cadence” established in the patterns of existing building elements, such as entries, bays, columns and windows.
- SF 2 Address the street with entrances, windows, arcades, and architectural features.
- SF 3 Face main building entrances onto the street, both physically and visually.
- SF 4 Incorporate into residential architecture elements that signal habitation and provide a “front” for the street. Such elements include entrances, stairs, porches, domestic windows, bays and balconies that are visible to people on the street.
- SF 5 Recess building entries to create opportunities for visible pedestrian activity and niches of usable space.
- SF 6 Articulate building façades by accentuating entries, bay windows, pass-throughs, and incorporating shading devices and awnings. Façades should be suggestive of uses and activities inside the building.



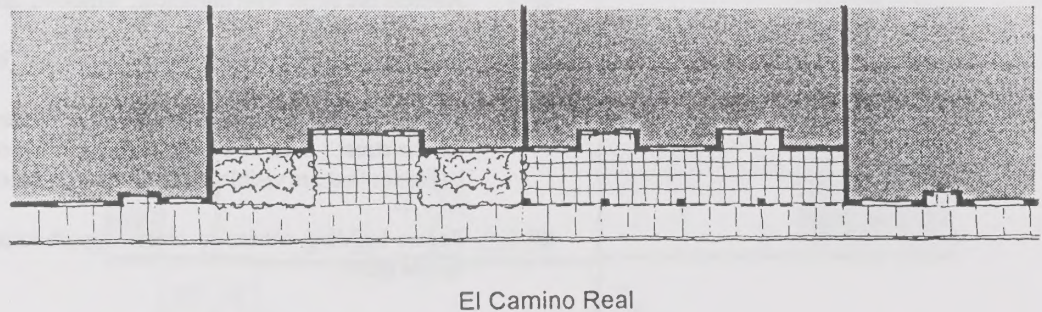
## Street Frontage (cont.)



**Image 45:** Existing Plaza at the Menlo Center



**Image 46:** Accessible Pedestrian Plaza (typical) – East Side of El Camino Real



**Image 47:** Pockets of Setbacks and Arcades – West Side of El Camino Real



## Street Frontage (cont.)

- SF 7 Avoid facing the street with blank walls, parking areas, driveways or garage doors.
- SF 8 Take advantage of the importance of corner buildings or corner segments of larger buildings to define the street frontage of two streets.
- SF 9 Between buildings and sidewalks, use walls, fences and hedges only to define and shape usable outdoor spaces. Any walls or fences should be well integrated with the overall site design and not disrupt the visual connection between building and street. Heights above 4 feet are not recommended. Hedges in residential areas should not exceed 6 feet in height.

## Uses

- Encourage mixed-use development: retail, office, and housing. Incorporate residential units above commercial development.
- Especially promote uses such as restaurants, cafes and entertainment enterprises to support a lively public evening life capitalizing on the two cinemas.
- Uses related to automobile sales, service, and repair or uses which require heavy truck servicing must meet the same standards of care for the pedestrian realm required of other uses (particularly: BV1; SF1,3,7,9; L/O1; P3; DS 1,3,5,6,7,8,11). They must not disrupt pedestrian connections between areas or create any special noise, fume or safety problems within the public realm.

## Landscape/Open Space

- Encourage courtyard development on the east side of El Camino Real to take advantage of the afternoon sun. Courtyards should be usable for people to gather, rest and interact.
- L/O 2b Provide for public amenities in open spaces and recessed entry areas such as places to sit and shade from trees, awnings or overhangs. Dimension such spaces to accommodate people spilling out from businesses.
- L/O 4 Preserve heritage trees - particularly heritage oaks - and other mature vegetation and integrate them into elements of building form, such as courtyards and setbacks.
- L/O 5 Use plant species that do not require extensive watering; native species are recommended.

## Landscape/Open Space (cont.)

L/O 6 Design all landscaping to fit location and proposed uses. Keep landscaping well maintained.

## Parking

- Provide access to parking and services from cross streets of El Camino Real in order to minimize the number of curb cuts on El Camino Real. Encourage parcels with only El Camino Real frontage to share driveway access to parking.

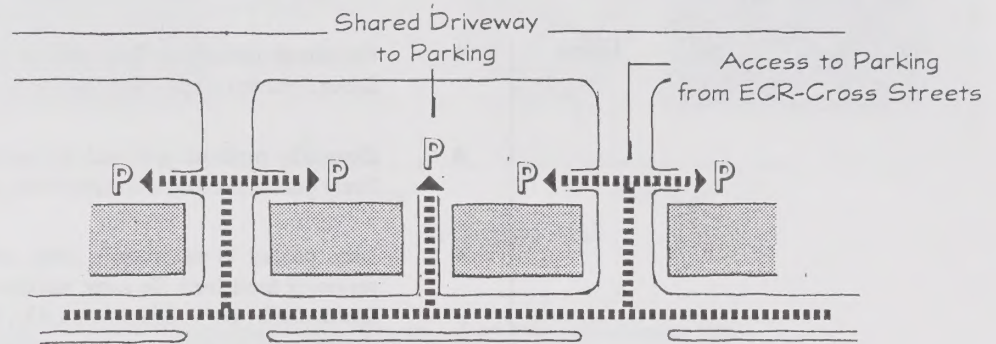


Image 48: Access to Parking from Cross Streets of ECR and Shared Driveways Help Minimizing the Number of Curb Cuts.

- P 1 Internalize parking within the building site, accommodate below grade, or screen from the street with defined boundaries such as low (3.5 ft.) walls/and or landscaping. The screening elements should be high enough to mask cars but still allow visibility into and out of the lot.
- P 2 Minimize the number and width of curb cuts and encourage shared driveway entries to parking and services.
- P 3 Plant shade trees and provide evenly spaced, pedestrian scaled light fixtures throughout parking areas to ensure that surface parking lots become a positive point of departure in the pedestrian experience of the Center City.



## Parking (cont.)

- P 4 Provide multiple pedestrian access between parking areas and surrounding streets. All driveways should incorporate a pedestrian walkway on the side closest to a building.
- P 5 Do not allow parking in any setback areas between the front of buildings and the sidewalk edge. Parking can be accommodated at the side of buildings if it does not encroach on setbacks required in this document or the Zoning Ordinance.
- P 6 Do not allow split-level parking.
- P 8 First floor parking within the building footprint is not appropriate on the street side of a building.

## Connections



**Image 49:** Pedestrian Passageway

- Near the center of each block, provide a public pedestrian passage linking commercial areas on El Camino Real with parking plazas.
- C 1 Incorporate pedestrian walkways that connect and organize the built elements within larger development projects.
- C 2 Create relationships with adjacent development such as connecting pedestrian walkways.
- C 3 Adequately illuminate walkways or passages and their entries for pedestrian safety.
- C 5 Clearly mark pedestrian passages on the street with notable design features or signage.

## Building Design Standards

- Illuminate storefronts and signage to support public evening use and contribute to a lively nighttime character of the downtown.
  - Apply darker colors to the exterior of fourth floors to make them visually recede.
- DS 1 Use durable, high quality building materials including, but not limited to, metal, painted wood, stucco, tiles, marble and granite. Avoid materials that are incompatible with the character of neighboring buildings
- Use particularly durable and attractive materials where a high concentration of pedestrian activity occurs close to a building.
- DS 2 Integrate the roof of the building with its structure and façade. Roofs that appear to be tacked-on to the building are not acceptable. All main roof lines should be compatible with those of adjacent existing buildings.
- DS 3 Use vertical and or horizontal shading devices, overhangs and awnings, if sunlight needs to be reduced. To minimize glare and to allow for transparency of the building façade, tinted or reflective glazing is not advisable.
- DS 4 Include glass in entry doors to commercially used ground floor spaces. To minimize glare and to allow for transparency, tinted or reflective glazing is not advisable.
- DS 5 Use durable and easily maintainable materials for all types of awnings.
- DS 6 Use exterior colors that are in limited contrast to adjacent buildings.
- DS 7 Position all exterior lighting, including those in parking areas, to minimize glare for pedestrians, automobiles and neighbors. Adjust the intensity of exterior illumination to a level that meets safety standards but respects the privacy of adjacent residential properties.
- DS 8 Integrate exterior light fixtures into the façades of the building. Light fixtures should be consistent with the building's architecture and scale and should also be pedestrian scaled and evenly spaced for visual impact and safety.



|                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Building Standards (cont.)</b></p>     | <p>DS 9 Integrate signage into the façades of buildings. Signage should be consistent with the building’s architecture, scale, materials, and colors.</p> <p>DS 10 Internally illuminated cabinet signs and pole mounted signs are not appropriate. Free standing monument signs are not recommended unless they are integrated into the building façade or incorporated into site elements that shape usable outdoor spaces such as low walls, porches, or trellises.</p> <p>DS 11 Minimize the visual impact of trash enclosures and mechanical, electrical, and plumbing equipment by integrating them into the architecture of the building. If screens are used, they need to fit in with the overall site and building design.</p> <p>DS 12 Consider the incorporation of public art into the project. Any piece of art should be visible from publicly accessible spaces. It should be an integral part of the overall project design that enhances the visual interest of the building façade, entries, habitable courtyards, or setbacks.</p> |
| <p><b>Applicable District Strategies</b></p> | <ul style="list-style-type: none"><li>• El Camino Real</li><li>• North Rail Area (for corner parcels)</li><li>• Santa Cruz Avenue / Downtown (for corner parcels)</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

## EL CAMINO REAL SOUTH

(between Live Oak Avenue  
and San Francisquito Creek)

*This segment of El Camino Real is characterized by narrow sidewalks and widely varying building scales, setbacks and spacing. Overall the street edge in this area is rather undefined. These conditions contribute to an undistinguished character of the southern entry into Menlo Park. The intent in this area is to create a viable, active commercial district centered along El Camino Real and a clearly perceived entry into the City of Menlo Park. On the west side of the street, buildings which have access to both El Camino Real and Alto Lane should respect the distinct residential character of Alto Lane. The dominant characteristic of street level uses should be commercial with housing, lodging and office development on the upper levels. A new pedestrian-scaled landscape character should be established in this area and new buildings should setback from the street to allow space for rows of trees and a wider sidewalk.*

### Building Volume

- Allow 3 story buildings (up to 35 feet height) built at the property line.
- Consider development of 4 stories (up to 50 feet height) for portions of buildings which include housing, community service uses or create active public space. Step the fourth floor of buildings back from the street.

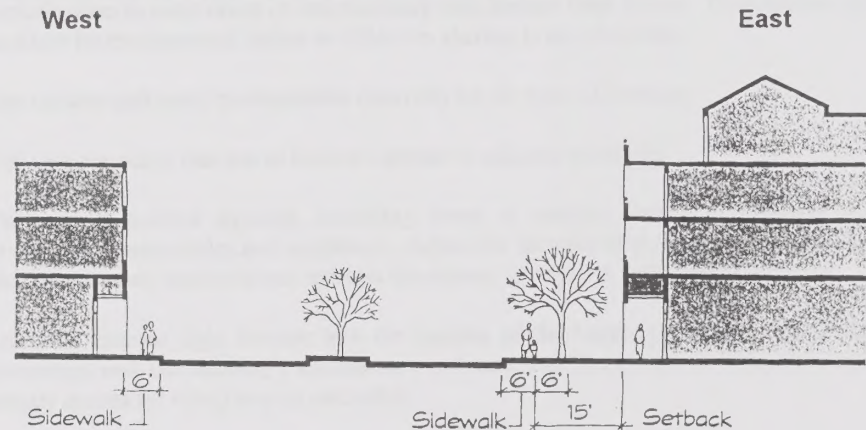


Image 50: El Camino Real - South



## Building Volume (cont.)

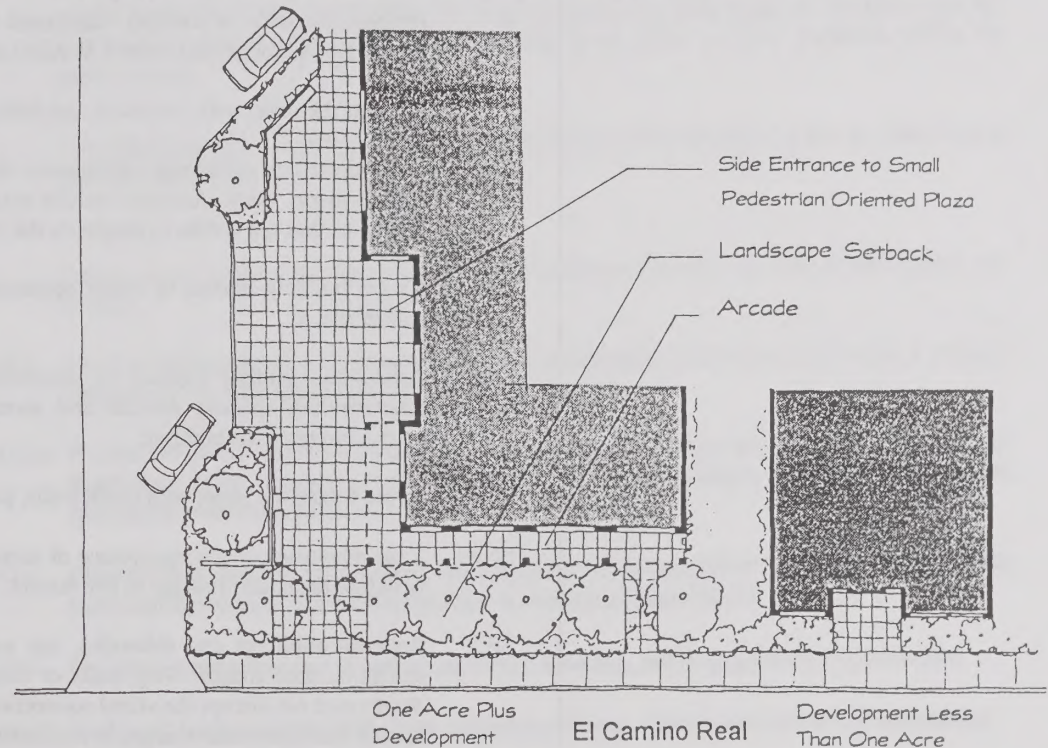
- On Alto Lane preserve the pedestrian and residential character of the street by setting back buildings that are taller than 2 stories.

BV 1 Shape the overall building mass to reinforce the definition and importance of the street.

BV 2 Relate height and mass distribution of new development to adjoining structures.

## Street Frontage

- Buildings on parcels equal to or larger than one acre are required to setback 15 feet from the property line to accommodate one row of trees in the setback.



**Image 51:** Main Entrances at the Side of A Building Should be Combined with Small Pedestrian Plazas that are Visible from the Street.

## Street Frontage (cont.)

- Buildings on parcels smaller than one acre are required to setback 6 feet from the property line to accommodate landscaping and additional space for pedestrians.
  - Consider including an arcade with second story development. The arcade is not to be built within the setback.
  - Face main building entrances onto the street, both physically and visually. Allow main entrances on the side of a building only if they are clearly visible from street and sidewalk and open out onto a small pedestrian oriented plaza that is connected to the sidewalk .
  - Respect the scale of existing residential buildings on Alto Lane when developing parcels fronting El Camino Real as well as Alto Lane.
- SF 2 Address the street with entrances, windows, arcades, and architectural features.
- SF 4 Incorporate into residential architecture elements that signal habitation and provide a “front” for the street. Such elements include entrances, stairs, porches, domestic windows, bays and balconies that are visible to people on the street.
- SF 5 Recess building entries to create opportunities for visible pedestrian activity and niches of usable space.
- SF 6 Articulate building façades by accentuating entries, bay windows, pass-throughs, and incorporating shading devices and awnings. Façades should be suggestive of uses and activities inside the building.
- SF 7 Avoid facing the street with blank walls, parking areas, driveways or garage doors.
- SF 8 Take advantage of the importance of corner buildings or corner segments of larger buildings to define the street frontage of two streets..
- SF 9 Between buildings and sidewalks, use walls, fences and hedges only to define and shape usable outdoor spaces. Any walls or fences should be well integrated with the overall site design and not disrupt the visual connection between building and street. Heights above 4 feet are not recommended. Hedges in residential areas should not exceed 6 feet in height.



## Uses

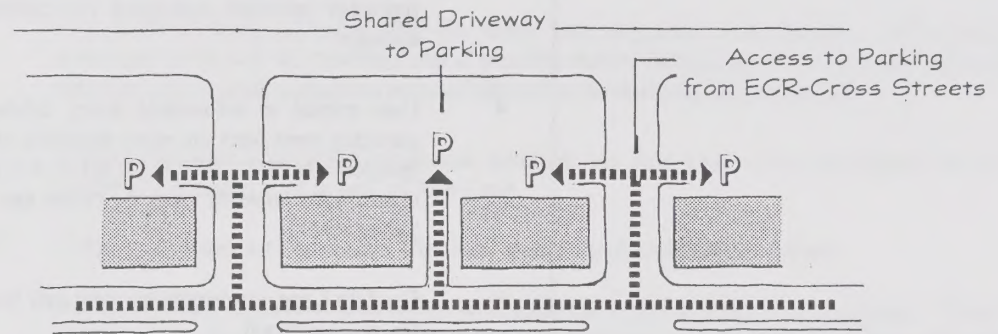
- Encourage mixed use development: retail, office, and housing. Incorporate residential units above commercial development.
- Encourage the continued presence of lodging facilities in the area. Similar to other forms of housing, lodging facilities can contribute to the presence of people on the street. Their patrons represent potential customers for existing and future businesses located within walking distance.
- Uses related to automobile sales, service, and repair or uses which require heavy truck servicing must meet the same standards of care for the pedestrian realm required of other uses (particularly: BV1; SF1,3,7,9; L/O1; P3; DS 1,3,5,6,7,8,11). They must not disrupt pedestrian connections between areas or create any special noise, fume or safety problems within the public realm.
- On Alto Lane, encourage housing and housing-related uses that enhance living conditions in the neighborhood.

## Landscape/Open Space

- Parcels equal to or larger than one acre are required to provide one row of trees within the setback.
- L/O 1 Use landscaping in setback areas to build up a consistently landscaped street edge, a pleasant character to the street, and provide privacy for residents.
- L/O 2b Provide for public amenities in open spaces and recessed entry areas such as places to sit and shade from trees, awnings or overhangs. Dimension such spaces to accommodate people spilling out from businesses.
- L/O 4 Preserve heritage trees - particularly heritage oaks - and other mature vegetation and integrate them into elements of building form, such as courtyards and setbacks.
- L/O 5 Use plant species that do not require extensive watering; native species are recommended.
- L/O 6 Design all landscaping to fit location and proposed uses. Keep landscaping well maintained.

## Parking

- Provide access to parking and services from cross streets of El Camino Real in order to minimize the number of curb cuts on El Camino Real. Encourage parcels with only El Camino Real frontage to share driveway access to parking.



**Image 52:** Access to Parking from Cross Streets of ECR and Shared Driveways Help Minimizing the Number of Curb Cuts.

- P 1 Internalize parking within the building site, accommodate below grade, or screen from the street with defined boundaries such as low (3.5 ft.) walls/and or landscaping. The screening elements should be high enough to mask cars but still allow visibility into and out of the lot.
- P 2 Minimize the number and width of curb cuts and encourage shared driveway entries to parking and services.
- P 3 Plant shade trees and provide evenly spaced, pedestrian scaled light fixtures throughout parking areas to ensure that surface parking lots become a positive point of departure in the pedestrian experience of the Center City.
- P 4 Provide multiple pedestrian access between parking areas and surrounding streets. All driveways should incorporate a pedestrian walkway on the side closest to a building.



## Parking (cont.)

- P 5 Do not allow parking in any setback areas between the front of buildings and the sidewalk edge. Parking can be accommodated at the side of buildings if it does not encroach on setbacks required in this document or the Zoning Ordinance.
- P 6 Do not allow split-level parking.
- P 8 First floor parking within the building footprint is not appropriate on the street side of a building.

## Connections

- Promote the restoration of a network of passages south of Alto Lane as a continuous pedestrian/bicycle connection.
- C 1 Incorporate pedestrian walkways that connect and organize the built elements within larger development projects.
- C 2 Create relationships with adjacent development such as connecting pedestrian walkways.
- C 3 Adequately illuminate walkways or passages and their entries for pedestrian safety.

## Building Design Standards

- Buildings adjacent to buildings of special interest such as the “Oasis” should use materials which respect and complement the historical materials.
  - Exterior lighting of buildings above the pedestrian level should be minimized.
  - Apply darker colors to the exterior of fourth floors to make them visually recede.
  - DS 1 Use durable, high quality building materials including, but not limited to, metal, painted wood, stucco, tiles, marble and granite. Avoid materials that are incompatible with the character of neighboring buildings.
- Use particularly durable and attractive materials where a high concentration of pedestrian activity occurs close to a building.

## Building Design Standards (cont.)

- DS 2 Integrate the roof of the building with its structure and façade. Roofs that appear to be tacked-on to the building are not acceptable. All main roof lines should be compatible with those of adjacent existing buildings.
- DS 3 Use vertical and or horizontal shading devices, overhangs and awnings, if sunlight needs to be reduced. To minimize glare and to allow for transparency of the building façade, tinted or reflective glazing is not advisable.
- DS 4 Include glass in entry doors to commercially used ground floor spaces. To minimize glare and to allow for transparency, tinted or reflective glazing is not advisable.
- DS 5 Use durable and easily maintainable materials for all types of awnings.
- DS 6 Use exterior colors that are in limited contrast to adjacent buildings.
- DS 7 Position all exterior lighting, including those in parking areas, to minimize glare for pedestrians, automobiles and neighbors. Adjust the intensity of exterior illumination to a level that meets safety standards but respects the privacy of adjacent residential properties.
- DS 8 Integrate exterior light fixtures into the façades of the building. Light fixtures should be consistent with the building's architecture and scale and should also be pedestrian scaled and evenly spaced for visual impact and safety.
- DS 9 Integrate signage into the façades of buildings. Signage should be consistent with the building's architecture, scale, materials, and colors.
- DS 10 Internally illuminated cabinet signs and pole mounted signs are not appropriate. Free standing monument signs are not recommended unless they are integrated into the building façade or incorporated into site elements that shape usable outdoor spaces such as low walls, porches, or trellises.
- DS 11 Minimize the visual impact of trash enclosures and mechanical, electrical, and plumbing equipment by integrating them into the architecture of the building. If screens are used, they need to fit in with the overall site and building design.
- DS 12 Consider the incorporation of public art into the project. Any piece of art should be visible from publicly accessible spaces. It should be an integral part of the overall project design that enhances the visual interest of the building façade, entries, habitable courtyards, or setbacks.



- El Camino Real

## ENCINAL AVENUE / GLENWOOD AVENUE

*Encinal and Glenwood Avenues are the key cross streets in the North Rail Area connecting residential areas with El Camino Real. Both include a mixture of multi-unit housing with small commercial development. Glenwood Avenue contains a mixture of scales, uses and patterns of development. On Encinal Avenue, there is potential to develop medium density housing around courtyards to promote the residential quality of the area. On both streets new infill development should support the quality of the pedestrian experience and provide a mixed-use environment.*

### Building Volume

- Allow 3 story buildings (up to 35 feet height).

BV 1 Shape the overall building mass to reinforce the definition and importance of the street.

BV 2 Relate height and mass distribution of new development to adjoining structures.

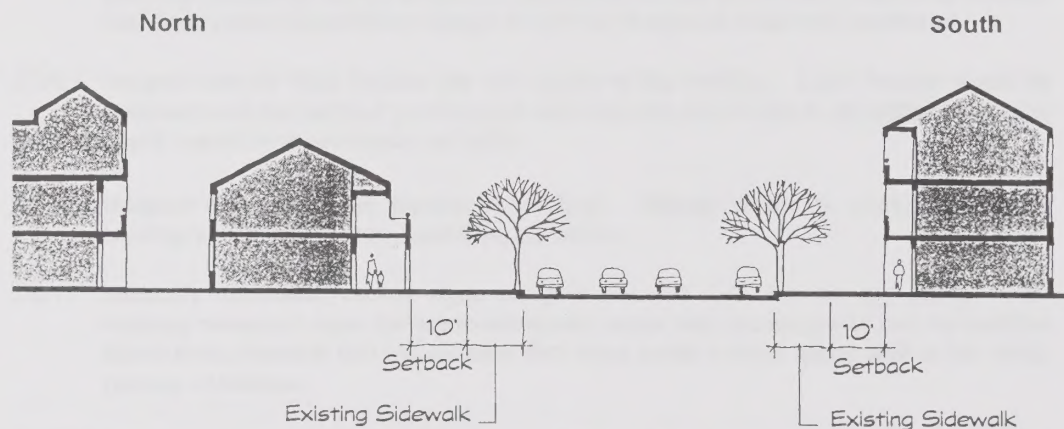
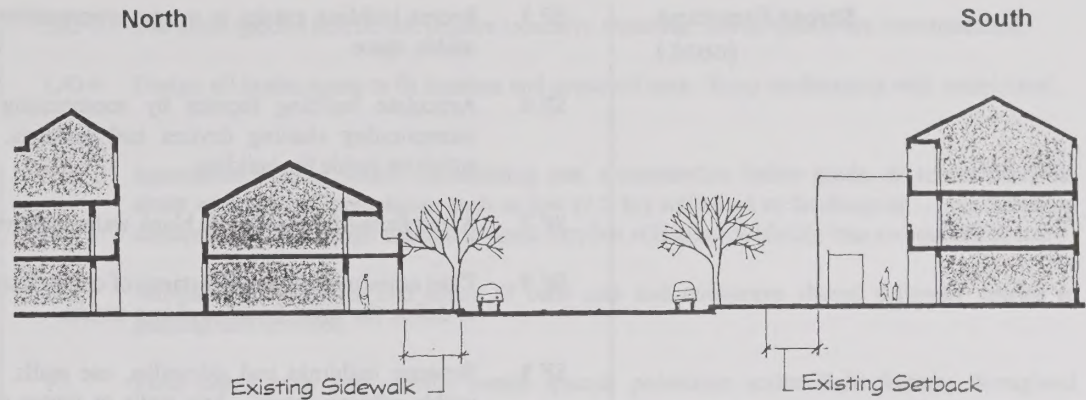


Image 53: Encinal Avenue

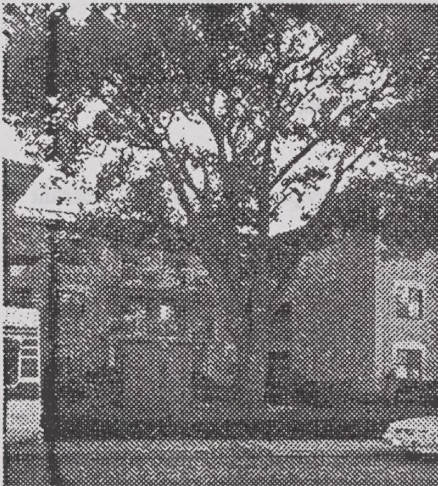


## Building Volume (cont.)



**Image 55:** Glenwood Avenue

## Street Frontage



**Image 54:** Landscaped Residential Courtyard

- On the north side Encinal Avenue, a setback of at least 10 feet from the property line is required.
  - On the north side of Encinal Avenue, incorporate arcades into commercially used first floors.
  - On the north side of Glenwood Avenue, development may be built out to the property line. Incorporate arcades into commercially used first floors.
  - On the south side of Glenwood Avenue, match the established pattern of building setbacks.
  - Incorporate courtyards into residential development.
- SF 2 Address the street with entrances, windows, arcades, and architectural features.
- SF 3 Face main building entrances onto the street, both physically and visually.
- SF 4 Incorporate into residential architecture elements that signal habitation and provide a “front” for the street. Such elements include entrances, stairs, porches, domestic windows, bays and balconies that are visible to people on the street.

## Street Frontage (cont.)

- SF 5 Recess building entries to create opportunities for visible pedestrian activity and niches of usable space.
- SF 6 Articulate building façades by accentuating entries, bay windows, pass-throughs, and incorporating shading devices and awnings. Façades should be suggestive of uses and activities inside the building.
- SF 7 Avoid facing the street with blank walls, parking areas, driveways or garage doors.
- SF 8 Take advantage of the importance of corner buildings or corner segments of larger buildings to define the street frontage of two streets.
- SF 9 Between buildings and sidewalks, use walls, fences and hedges only to define and shape usable outdoor spaces. Any walls or fences should be well integrated with the overall site design and not disrupt the visual connection between building and street. Heights above 4 feet are not recommended. Hedges in residential areas should not exceed 6 feet in height.

## Uses

- Encourage multi-unit residential development along Encinal and Glenwood Avenues.
- Between San Antonio and El Camino Real, encourage mixed use development: retail, office and housing. Incorporate residential units above commercial development.

## Landscape/Open Space

- L/O 1 Use landscaping in setback areas to build up a consistently landscaped street edge, a pleasant character to the street, and provide privacy for residents.
- L/O 2b Provide for public amenities in open spaces and recessed entry areas such as places to sit and shade from trees, awnings or overhangs. Dimension such spaces to accommodate people spilling out from businesses.
- L/O 3 Encourage the planting of regularly spaced street trees on both sides of the street. High branching canopy trees should be used to provide shade and enclosure to the street.
- L/O 4 Preserve and integrate heritage trees - particularly heritage oaks - and other mature vegetation into elements of building form, such as courtyards and setbacks.



## Landscape/Open Space (cont.)

- L/O 5 Use plant species that do not require extensive watering; native species are recommended.
- L/O 6 Design all landscaping to fit location and proposed uses. Keep landscaping well maintained.

## Parking

- P 1 Internalize parking within the building site, accommodate below grade, or screen from the street with defined boundaries such as low (3.5 ft.) walls/and or landscaping. The screening elements should be high enough to mask cars but still allow visibility into and out of the lot.
- P 2 Minimize the number and width of curb cuts and encourage shared driveway entries to parking and services.
- P 3 Plant shade trees and provide evenly spaced, pedestrian scaled light fixtures throughout parking areas to ensure that surface parking lots become a positive point of departure in the pedestrian experience of the Center City.
- P 4 Provide multiple pedestrian access between parking areas and surrounding streets. All driveways should incorporate a pedestrian walkway on the side closest to a building.
- P 5 Do not allow parking in any setback areas between the front of buildings and the sidewalk edge. Parking can be accommodated at the side of buildings if it does not encroach on setbacks required in this document or the Zoning Ordinance.
- P 7 Allow split-level parking only if the street is well fronted with habitable landscaped spaces. Such spaces can include seating, stairs or stoops, areas with special planting, and other pedestrian scaled elements that add visual interest to the street.
- P 8 First floor parking within the building footprint is not appropriate on the street side of a building.

## Connections

- C 1 Incorporate pedestrian walkways that connect and organize the built elements within larger development projects.
- C 2 Create relationships with adjacent development such as connecting pedestrian walkways.
- C 3 Adequately illuminate walkways or passages and their entries for pedestrian safety.

## Building Design Standards

- Lower the intensity of signage illumination and reduce the scale of signs compared to other commercial areas to provide a transition to the residential neighborhood.
- DS 1 Use durable, high quality building materials including, but not limited to, metal, painted wood, stucco, tiles, marble and granite. Avoid materials that are incompatible with the character of neighboring buildings.  
  
Use particularly durable and attractive materials where a high concentration of pedestrian activity occurs close to a building.
- DS 2 Integrate the roof of the building with its structure and façade. Roofs that appear to be tacked-on to the building are not acceptable. All main roof lines should be compatible with those of adjacent existing buildings.
- DS 3 Use vertical and or horizontal shading devices, overhangs and awnings, if sunlight needs to be reduced. To minimize glare and to allow for transparency of the building façade, tinted or reflective glazing is not advisable.
- DS 4 Include glass in entry doors to commercially used ground floor spaces. To minimize glare and to allow for transparency, tinted or reflective glazing is not advisable.
- DS 5 Use durable and easily maintainable materials for all types of awnings.
- DS 6 Use exterior colors that are in limited contrast to adjacent buildings.
- DS 7 Position all exterior lighting, including those in parking areas, to minimize glare for pedestrians, automobiles and neighbors. Adjust the intensity of exterior illumination to a level that meets safety standards but respects the privacy of adjacent residential properties.
- DS 8 Integrate exterior light fixtures into the façades of the building. Light fixtures should be consistent with the building's architecture and scale and should also be pedestrian scaled and evenly spaced for visual impact and safety.
- DS 9 Integrate signage into the façades of buildings. Signage should be consistent with the building's architecture, scale, materials, and colors.



## Building Design Standards (cont.)

- DS 10 Internally illuminated cabinet signs and pole mounted signs are not appropriate. Free standing monument signs are not recommended unless they are integrated into the building façade or incorporated into site elements that shape usable outdoor spaces such as low walls, porches, or trellises.
- DS 11 Minimize the visual impact of trash enclosures and mechanical, electrical, and plumbing equipment by integrating them into the architecture of the building. If screens are used, they need to fit in with the overall site and building design.
- DS 12 Consider the incorporation of public art into the project. Any piece of art should be visible from publicly accessible spaces. It should be an integral part of the overall project design that enhances the visual interest of the building façade, entries, habitable courtyards, or setbacks.

## Applicable District Strategies

- North Rail Area
- El Camino Real (for corner parcels)

## GARWOOD WAY

*Garwood Way is characterized primarily by multi-unit residential housing. The railroad line runs along the east side of the street with an edge articulated either by a sound wall, trees, or parking. A landscaped, pedestrian/bicycle pathway along Garwood Way should be developed between Encinal Avenue and the rail station. Such a connection would help to promote transit oriented housing by creating a safe connection for pedestrians and bicyclists. To reinforce the residential character of this edge it should be defined by landscaped setbacks and buildings addressing the street with entrances, porches, windows, courtyards and balconies.*

## Building Volume

- Allow 3 story buildings (up to 35 feet height).
- Allow segments of buildings to increase to 4 stories (up to 50 feet height) if the parcel size is equal to or larger than 0.5 acres. Four story development should be confined to areas of a parcel that do not front the street. Step back fourth floors of buildings from adjacent properties to preserve adequate sunlight access.

BV 1 Shape the overall building mass to reinforce the definition and importance of the street.

BV 2 Relate height and mass distribution of new development to adjoining structures.

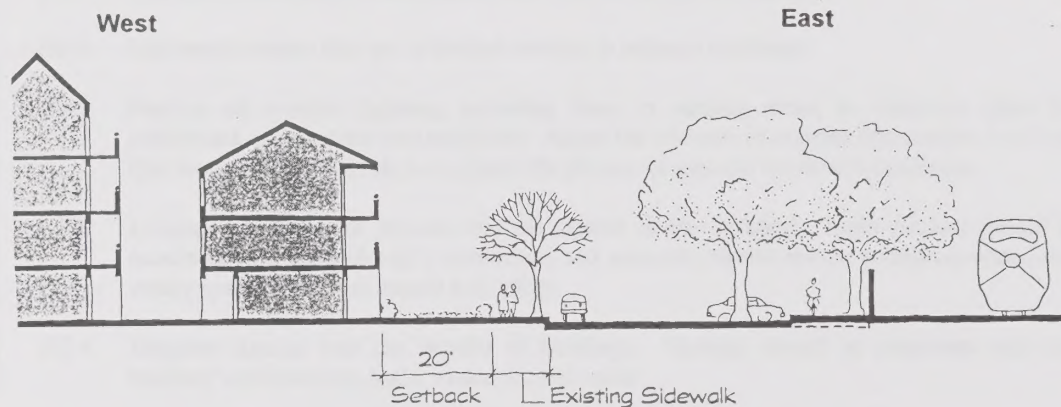


Image 56: Garwood Way (with proposed Bicycle/Pedestrian Path to Rail Station)



## Street Frontage

- On the west side of the street a setback of 20 feet from the property line is required.
- Incorporate courtyards into residential development.
- SF 2 Address the street with entrances, windows, arcades, and architectural features.
- SF 3 Face main building entrances onto the street, both physically and visually.
- SF 4 Incorporate into residential architecture elements that signal habitation and provide a “front” for the street. Such elements include entrances, stairs, porches, domestic windows, bays and balconies that are visible to people on the street.
- SF 5 Recess building entries to create opportunities for visible pedestrian activity and niches of usable space.
- SF 6 Articulate building façades by accentuating entries, bay windows, pass-throughs, and incorporating shading devices and awnings. Façades should be suggestive of uses and activities inside the building.
- SF 7 Avoid facing the street with blank walls, parking areas, driveways or garage doors.
- SF 8 Take advantage of the importance of corner buildings or corner segments of larger buildings to define the street frontage of two streets.
- SF 9 Between buildings and sidewalks, use walls, fences and hedges only to define and shape usable outdoor spaces. Any walls or fences should be well integrated with the overall site design and not disrupt the visual connection between building and street. Heights above 4 feet are not recommended. Hedges in residential areas should not exceed 6 feet in height.

## Uses

- Medium to high density housing is recommended.
- Public parking may be accommodated along the east side of Garwood Way.

## Landscape/Open Space

- On the west side of the street encourage the planting of regularly spaced street trees. High branching canopy trees should be used to provide shade and enclosure to the street.
- On the east side of the street create a landscape buffer densely planted with trees and shrubs between Garwood Way and the railroad tracks.
- L/O 1 Use landscaping in setback areas to build up a consistently landscaped street edge, a pleasant character to the street, and provide privacy for residents.
- L/O 2a Provide for public amenities in open spaces including places to sit and shade from trees or overhangs.
- L/O 4 Preserve heritage trees - particularly heritage oaks - and other mature vegetation and integrate them into elements of building form, such as courtyards and setbacks.
- L/O 5 Use plant species that do not require extensive watering; native species are recommended.
- L/O 6 Design all landscaping to fit location and proposed uses. Keep landscaping well maintained.

## Parking

- Treat shared driveways to multi-family housing as a continuation of the neighborhood streetscape.
- P 1 Internalize parking within the building site, accommodate below grade, or screen from the street with defined boundaries such as low (3.5 ft.) walls/and or landscaping. The screening elements should be high enough to mask cars but still allow visibility into and out of the lot.
- P 2 Minimize the number and width of curb cuts and encourage shared driveway entries to parking and services.
- P 3 Plant shade trees and provide evenly spaced, pedestrian scaled light fixtures throughout parking areas to ensure that surface parking lots become a positive point of departure in the pedestrian experience of the Center City.
- P 4 Provide multiple pedestrian access between parking areas and surrounding streets. All driveways should incorporate a pedestrian walkway on the side closest to a building.



## Parking (cont.)

- P 5 Do not allow parking in any setback areas between the front of buildings and the sidewalk edge. Parking can be accommodated at the side of buildings if it does not encroach on setbacks required in this document or the Zoning Ordinance.
- P 7 Allow split-level parking only if the street is well fronted with habitable landscaped spaces. Such spaces can include seating, stairs or stoops, areas with special planting, and other pedestrian scaled elements that add visual interest to the street.
- P 8 First floor parking within the building footprint is not appropriate on the street side of a building.

## Connections



**Image 57:** A Pedestrian / Bicycle Path Should Run Along Garwood Way.

- Connect Encinal Avenue to the rail station with a clear, continuous pedestrian and bicycle path along Garwood Way.
- Integrate passageways from Garwood Way to San Antonio alongside or through new development. It is preferable for passageways to have open access, but if they must be secured, they should use transparent well designed iron gates.
- C 1 Incorporate pedestrian walkways that connect and organize the built elements within larger development projects.
- C 2 Create relationships with adjacent development such as connecting pedestrian walkways.
- C 3 Adequately illuminate walkways or passages and their entries for pedestrian safety.

## Building Design Standards

- Use building materials that preserve and enhance the residential character of the street.
- Apply darker colors to the exterior of fourth floors to make them visually recede.

## Building Design Standards (cont.)

- DS 1 Use durable, high quality building materials including, but not limited to, metal, painted wood, stucco, tiles, marble and granite. Avoid materials that are incompatible with the character of neighboring buildings.  
  
Use particularly durable and attractive materials where a high concentration of pedestrian activity occurs close to a building.
- DS 2 Integrate the roof of the building with its structure and façade. Roofs that appear to be tacked-on to the building are not acceptable. All main roof lines should be compatible with those of adjacent existing buildings.
- DS 3 Use vertical and or horizontal shading devices, overhangs and awnings, if sunlight needs to be reduced. To minimize glare and to allow for transparency of the building façade, tinted or reflective glazing is not advisable.
- DS 5 Use durable and easily maintainable materials for all types of awnings.
- DS 6 Use exterior colors that are in limited contrast to adjacent buildings.
- DS 7 Position all exterior lighting, including those in parking areas, to minimize glare for pedestrians, automobiles and neighbors. Adjust the intensity of exterior illumination to a level that meets safety standards but respects the privacy of adjacent residential properties.
- DS 8 Integrate exterior light fixtures into the façades of the building. Light fixtures should be consistent with the building's architecture and scale and should also be pedestrian scaled and evenly spaced for visual impact and safety.
- DS 11 Minimize the visual impact of trash enclosures and mechanical, electrical, and plumbing equipment by integrating them into the architecture of the building. If screens are used, they need to fit in with the overall site and building design.
- DS 12 Consider the incorporation of public art into the project. Any piece of art should be visible from publicly accessible spaces. It should be an integral part of the overall project design that enhances the visual interest of the building façade, entries, habitable courtyards, or setbacks.

## Applicable District Strategies

- North Rail Area



## MENLO AVENUE / OAK GROVE AVENUE

*Menlo Avenue and Oak Grove Avenue play an important role in the life of Menlo Park. Both of these streets are used as connectors by motorists. They also define the north and south edges of the Downtown. The south side of Oak Grove and the north side of Menlo Avenue (referred to here as “the Santa Cruz side”) have somewhat continuous building walls at the property lines. Properties on the north side of Oak Grove and the south side of Menlo (referred to here as “the neighborhood side”) for the most part have individual buildings with front and side setbacks. New development along the neighborhood sides of both streets should respect the adjacent residential uses while providing a transition to the commercial areas of the downtown. The existing building patterns using setbacks on the neighborhood side and continuous building façades on the Santa Cruz side should be maintained. The experience for all uses of the streets should be improved by introducing a more consistently landscaped street edge .*

### Building Volume

- Allow 3 story buildings (up to 35 feet height) with the third floor stepping back from the street and the second floor continuing the building line.
- East of El Camino Real, allow segments of development to increase to 4 stories (up to 50 feet height) with the fourth floor stepping back from the street.

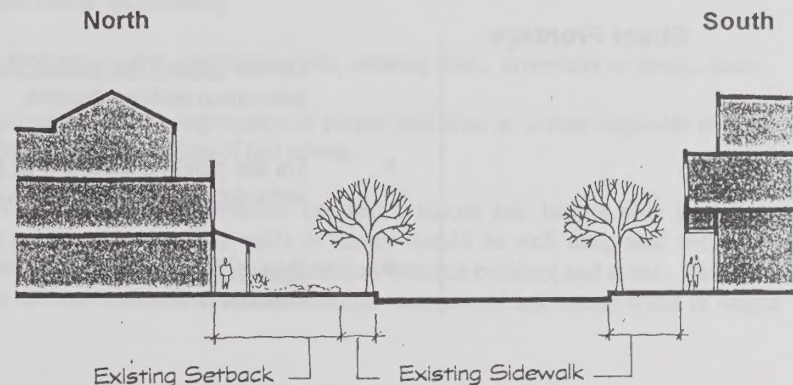
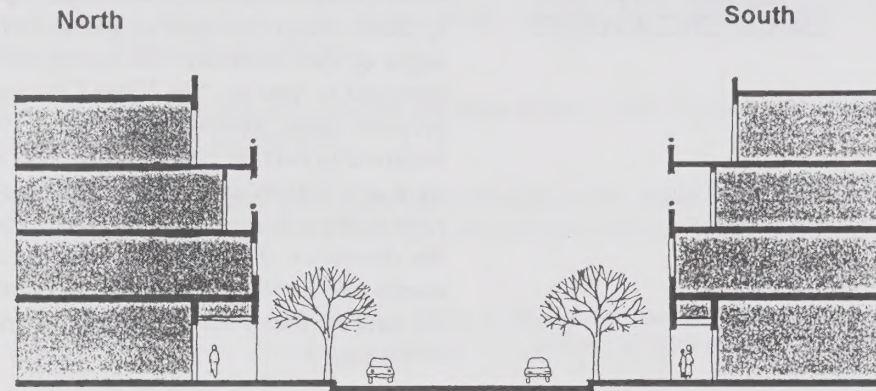


Image 58: Oak Grove Avenue / Menlo Avenue

## Building Volume (cont.)



**Image 59:** Oak Grove Avenue East of El Camino Real

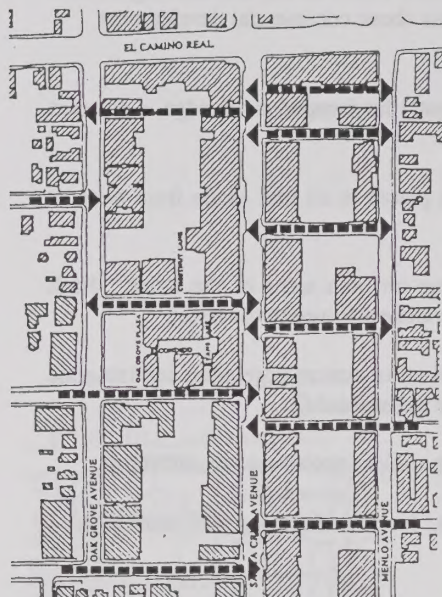
- BV 1 Shape the overall building mass to reinforce the definition and importance of the street.
- BV 2 Relate height and mass distribution of new development to adjoining structures.

## Street Frontage

- On the Santa Cruz side of Oak Grove and Menlo Avenues relate to the existing pattern of continuous building façades.
- On the neighborhood side of Oak Grove and Menlo Avenues respect existing front and side setbacks; elements such as porches and balconies may be built within the setback.
- East of El Camino Real, development may be built out to the property line on both sides of Oak Grove Avenue.



## Street Frontage (cont.)



**Image 60:** Viewlines Between Menlo / Oak Grove and Santa Cruz Avenue

- Consider the importance of viewlines down Cross Streets toward Menlo and Oak Grove Avenues. Façades of buildings located on properties at the end of such viewlines should respond to this condition by orienting toward the Cross Street a combination of the following: main entrances, awnings, lighting, and signage. Avoid having garage doors, entrances to underground parking or other ancillary building elements at the center of viewlines.

**SF 1** Respect the scale and spacing of adjacent buildings and the “cadence” established in the patterns of existing building elements, such as entries, bays, columns and windows.

**SF 2** Address the street with entrances, windows, arcades, and architectural features.

**SF 3** Face main building entrances onto the street, both physically and visually.

**SF 4** Incorporate into residential architecture elements that signal habitation and provide a “front” for the street. Such elements include entrances, stairs, porches, domestic windows, bays and balconies that are visible to people on the street.

**SF 5** Recess building entries to create opportunities for visible pedestrian activity and niches of usable space.

**SF 6** Articulate building façades by accentuating entries, bay windows, pass-throughs, and incorporating shading devices and awnings. Façades should be suggestive of uses and activities inside the building.

**SF 7** Avoid facing the street with blank walls, parking areas, driveways or garage doors.

**SF 8** Take advantage of the importance of corner buildings or corner segments of larger buildings to define the street frontage of two streets.

**SF 9** Between buildings and sidewalks, use walls, fences and hedges only to define and shape usable outdoor spaces. Any walls or fences should be well integrated with the overall site design and not disrupt the visual connection between building and street. Heights above 4 feet are not recommended. Hedges in residential areas should not exceed 6 feet in height.

## Uses

- On the Santa Cruz side of the street, encourage mixed use development: retail, office and housing.

## Uses (cont.)

- On the neighborhood side of the street, encourage mixed use development: office and housing.
- East of El Camino Real, encourage mixed use development: retail, office, and housing on both sides of Oak Grove Avenue. Incorporate residential units above commercial development.

## Landscape/Open Space

- L/O 1 Use landscaping in setback areas to build up a consistently landscaped street edge, a pleasant character to the street, and provide privacy for residents.
- L/O 2a Provide for public amenities in open spaces including places to sit and shade from trees or overhangs.
- L/O 3 Encourage the planting of regularly spaced street trees on both sides of the street. High branching canopy trees should be used to provide shade and enclosure to the street.
- L/O 4 Preserve heritage trees - particularly heritage oaks - and other mature vegetation and integrate them into elements of building form, such as courtyards and setbacks.
- L/O 5 Use plant species that do not require extensive watering; native species are recommended.
- L/O 6 Design all landscaping to fit location and proposed uses. Keep landscaping well maintained.

## Parking

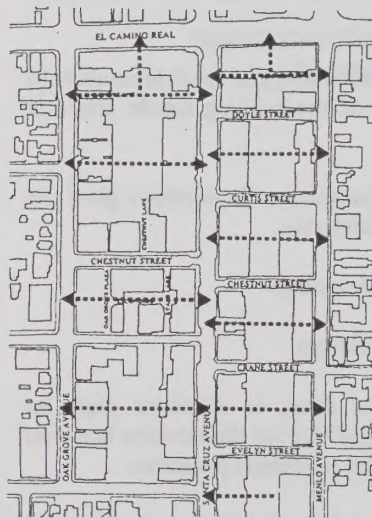
- Parking structures should include ground level retail uses on street frontages.
- P 1 On the neighborhood side of the street, and east of El Camino Real, internalize parking within the building site, accommodate below grade, or screen from the street with defined boundaries such as low (3.5 ft.) walls/and or landscaping. The screening elements should be high enough to mask cars but still allow visibility into and out of the lot.
- P 2 Minimize the number and width of curb cuts and encourage shared driveway entries to parking and services.
- P 3 Plant shade trees and provide evenly spaced, pedestrian scaled light fixtures throughout parking areas to ensure that surface parking lots become a positive point of departure in the pedestrian experience of the Center City.



## Parking (cont.)

- P 4 Provide multiple pedestrian access between parking areas and surrounding streets. All driveways should incorporate a pedestrian walkway on the side closest to a building.
- P 5 Do not allow parking in any setback areas between the front of buildings and the sidewalk edge. Parking can be accommodated at the side of buildings if it does not encroach on setbacks required in this document or the Zoning Ordinance.
- P 7 On the neighborhood side of the street, allow split-level parking only if the street is well fronted with habitable landscaped spaces. Such spaces can include seating, stairs or stoops, areas with special planting, and other pedestrian scaled elements that add visual interest to the street.
- P 8 First floor parking within the building footprint is not appropriate on the street side of a building.

## Connections



- Near the center of each block on the Santa Cruz side of the street, provide public pedestrian passages or alleys to increase connections between residential neighborhoods and commercial areas on Santa Cruz Avenue.
- Wherever possible align these connections with existing passageways or alleys to provide clear, direct passage through blocks and parking plazas.
- C 3 Adequately illuminate walkways or passages and their entries for pedestrian safety.
- C 4 Include into the design of passageways: directional signage, display cases as well as quality paving and landscaping. Minimize blank walls.
- C 5 Clearly mark pedestrian passages on the street with notable design features or signage.

**Image 61:** Pedestrian Connections  
Should be Aligned Across Parking Plazas

## Building Design Standards

- On the Santa Cruz side of the street, and east of El Camino Real, illuminate storefronts and signage to support public use on evenings and contribute to a lively nighttime character of the downtown.
  - Lower the intensity of signage illumination and reduce the scale of signs compared to Santa Cruz Avenue to provide a transition to the residential neighborhoods along Oak Grove and Menlo Avenue.
- DS 1 Use durable, high quality building materials including, but not limited to, metal, painted wood, stucco, tiles, marble and granite. Avoid materials that are incompatible with the character of neighboring buildings.
- Use particularly durable and attractive materials where a high concentration of pedestrian activity occurs close to a building.
- DS 2 Integrate the roof of the building with its structure and façade. Roofs that appear to be tacked-on to the building are not acceptable. All main roof lines should be compatible with those of adjacent existing buildings.
- DS 3 Use vertical and or horizontal shading devices, overhangs and awnings, if sunlight needs to be reduced. To minimize glare and to allow for transparency of the building façade, tinted or reflective glazing is not advisable.
- DS 4 Include glass in entry doors to commercially used ground floor spaces. To minimize glare and to allow for transparency, tinted or reflective glazing is not advisable.
- DS 5 Use durable and easily maintainable materials for all types of awnings.
- DS 6 Use exterior colors that are in limited contrast to adjacent buildings.
- DS 7 Position all exterior lighting, including those in parking areas, to minimize glare for pedestrians, automobiles and neighbors. Adjust the intensity of exterior illumination to a level that meets safety standards but respects the privacy of adjacent residential properties.
- DS 8 Integrate exterior light fixtures into the façades of the building. Light fixtures should be consistent with the building's architecture and scale and should also be pedestrian scaled and evenly spaced for visual impact and safety.



## Building Design Standards (cont.)

- DS 9 Integrate signage into the façades of buildings. Signage should be consistent with the building's architecture, scale, materials, and colors.
- DS 10 Internally illuminated cabinet signs and pole mounted signs are not appropriate. Free standing monument signs are not recommended unless they are integrated into the building façade or incorporated into site elements that shape usable outdoor spaces such as low walls, porches, or trellises.
- DS 11 Minimize the visual impact of trash enclosures and mechanical, electrical, and plumbing equipment by integrating them into the architecture of the building. If screens are used, they need to fit in with the overall site and building design.
- DS 12 Consider the incorporation of public art into the project. Any piece of art should be visible from publicly accessible spaces. It should be an integral part of the overall project design that enhances the visual interest of the building façade, entries, habitable courtyards, or setbacks.

## Applicable District Strategies

- Santa Cruz Avenue / Downtown

## MERRILL STREET

*The east side of Merrill Street is dominated by the rail station and commuter parking. Located on the west side of the street are buildings as diverse as the backside of the Menlo Center, which is dominated by auto ramps, but also the “Tea House”, a Victorian style building that addresses the street with its main entrance and a porch. The intent for Merrill Street is to capitalize on the presence of the railway station and the direct link to Menlo Park's main shopping street, Santa Cruz Avenue. Development along Merrill Street should contribute to an overall pedestrian oriented environment in the station area. New buildings should promote and support a variety of uses and public gathering as well as sustain the sense and character of a pedestrian environment.*

## Building Volume

- Allow 3 story buildings (up to 35 feet height). Allow segments of development to increase to 4 stories (up to 50 feet height) with the fourth floor stepping back from the street.
  - Adjust adjoining new development to scale and massing of the “Tea House” building.
- BV 1 Shape the overall building mass to reinforce the definition and importance of the street.



Image 62: Merrill Street

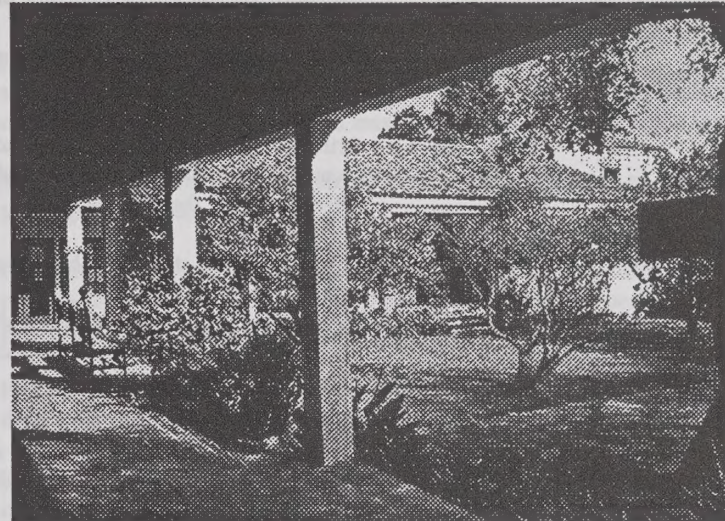


## Street Frontage



**Image 63:** The "Tea House"

- New buildings should form a continuous building line and be built out to the sidewalk edge.
- Next to the "Tea House", buildings should set back to form a courtyard. New development should respect the presence of the "Tea House".



**Image 64:** A Courtyard Should be Created Next to the "Tea House".

- Incorporate arcades on the first floor of buildings. Maintain a minimum clearance of 6 feet at sidewalks to insure unimpeded pedestrian traffic flow. The minimum clearance pertains to outdoor seating, display cases and racks as well as to permanently installed street elements such as light fixtures, signs and parking meters.
- Build corner buildings or corner segments of larger buildings out to the sidewalk.
- On the west side of the street, parcels equal to or larger than one acre are required to provide an accessible pedestrian plaza facing Merrill Street. Surround the new pedestrian plaza with uses to support a lively use of the space.

## Street Frontage (cont.)

- SF 2 Address the street with entrances, windows, arcades, and architectural features.
- SF 3 Face main building entrances onto the street, both physically and visually.
- SF 4 Incorporate into residential architecture elements that signal habitation and provide a “front” for the street. Such elements include entrances, stairs, porches, domestic windows, bays and balconies that are visible to people on the street.
- SF 5 Recess building entries to create opportunities for visible pedestrian activity and niches of usable space.
- SF 6 Articulate building façades by accentuating entries, bay windows, pass-throughs, and incorporating shading devices and awnings. Façades should be suggestive of uses and activities inside the building.
- SF 7 Avoid facing the street with blank walls, parking areas, driveways or garage doors.
- SF 8 Take advantage of the importance of corner buildings or corner segments of larger buildings to define the street frontage of two streets.

## Uses

- Encourage mixed use development retail, office, and housing or lodging. Provide residential units to increase housing opportunities near public transit. Consider residential uses on upper as well as on first floors.
- Especially promote uses such as restaurants, cafes and entertainment enterprises to support a lively public evening life.

## Landscape/Open Space

- L/O 2b Provide for public amenities in open spaces and recessed entry areas such as places to sit and shade from trees, awnings or overhangs. Dimension such spaces to accommodate people spilling out from businesses.
- L/O 3 Encourage the planting of regularly spaced street trees on both sides of the street. High branching canopy trees should be used to provide shade and enclosure to the street.



## Landscape/Open Space (Cont.)

- L/O 4 Preserve heritage trees - particularly heritage oaks - and other mature vegetation and integrate them into elements of building form, such as courtyards and setbacks.
- L/O 5 Use plant species that do not require extensive watering; native species are recommended.
- L/O 6 Design all landscaping to fit location and proposed uses. Keep landscaping well maintained.

## Parking

- P 1 Internalize parking within the building site, accommodate below grade, or screen from the street with defined boundaries such as low (3.5 ft.) walls/and or landscaping. The screening elements should be high enough to mask cars but still allow visibility into and out of the lot.
- P 2 Minimize the number and width of curb cuts and encourage shared driveway entries to parking and services.
- P 3 Plant shade trees and provide evenly spaced, pedestrian scaled light fixtures throughout parking areas to ensure that surface parking lots become a positive point of departure in the pedestrian experience of the Center City.
- P 4 Provide multiple pedestrian access between parking areas and surrounding streets. All driveways should incorporate a pedestrian walkway on the side closest to a building.
- P 5 Do not allow parking in any setback areas between the front of buildings and the sidewalk edge. Parking can be accommodated at the side of buildings if it does not encroach on setbacks required in this document or the Zoning Ordinance.
- P 6 Do not allow split-level parking.
- P 8 First floor parking within the building footprint is not appropriate on the street side of a building.

## Connections

- Between the “Tea House” and Oak Grove Avenue, provide a public pedestrian passageway to internalized or rear parking area.
- C 3 Adequately illuminate walkways or passages and their entries for pedestrian safety.
- C 5 Clearly mark pedestrian passages on the street with notable design features or signage.

## Building Design Standards



**Image 65:** Illuminated Storefronts Support Evening Use.

- Buildings adjacent to buildings of special interest such as the “Tea House” should use materials which respect and complement the materials used in such buildings.
  - Illuminate storefronts and signage to support public evening use and contribute to a lively nighttime character of the rail station area.
  - Provide racks for short-term bicycle parking on the street side of buildings.
  - Apply darker colors to the exterior of fourth floors to make them visually recede.
- DS 1 Use durable, high quality building materials including, but not limited to, metal, painted wood, stucco, tiles, marble and granite. Avoid materials that are incompatible with the character of neighboring buildings.
- Use particularly durable and attractive materials where a high concentration of pedestrian activity occurs close to a building.
- DS 2 Integrate the roof of the building with its structure and façade. Roofs that appear to be tacked-on to the building are not acceptable. All main roof lines should be compatible with those of adjacent existing buildings.
- DS 3 Use vertical and or horizontal shading devices, overhangs and awnings, if sunlight needs to be reduced. To minimize glare and to allow for transparency of the building façade, tinted or reflective glazing is not advisable.
- DS 4 Include glass in entry doors to commercially used ground floor spaces. To minimize glare and to allow for transparency, tinted or reflective glazing is not advisable.
- DS 5 Use durable and easily maintainable materials for all types of awnings.
- DS 6 Use exterior colors that are in limited contrast to adjacent buildings.
- DS 7 Position all exterior lighting, including those in parking areas, to minimize glare for pedestrians, automobiles and neighbors. Adjust the intensity of exterior illumination to a level that meets safety standards but respects the privacy of adjacent residential properties.



## Building Design Standards (cont.)

- DS 8 Integrate exterior light fixtures into the façades of the building. Light fixtures should be consistent with the building's architecture and scale and should also be pedestrian scaled and evenly spaced for visual impact and safety.
- DS 9 Integrate signage into the façades of buildings. Signage should be consistent with the building's architecture, scale, materials, and colors.
- DS 10 Internally illuminated cabinet signs and pole mounted signs are not appropriate. Free standing monument signs are not recommended unless they are integrated into the building façade or incorporated into site elements that shape usable outdoor spaces such as low walls, porches, or trellises.
- DS 11 Minimize the visual impact of trash enclosures and mechanical, electrical, and plumbing equipment by integrating them into the architecture of the building. If screens are used, they need to fit in with the overall site and building design.
- DS 12 Consider the incorporation of public art into the project. Any piece of art should be visible from publicly accessible spaces. It should be an integral part of the overall project design that enhances the visual interest of the building façade, entries, habitable courtyards, or setbacks.

## Applicable District Strategies

- Santa Cruz Avenue / Downtown
- North Rail Area

## PARKING PLAZAS

*Parking plazas should support activity which is secondary to the activity on the street side. Main entrances to commercial/retail establishments should be on the street, whereas service functions and additional customer entrances should be accommodated on the Parking Plaza side of the building. Rear façades of buildings should be attractively designed and entrances to businesses be clearly marked. A continuous sidewalk along the edge of the building should be provided.*

### Building Volume

- The allowable height of buildings bordering parking plazas is discussed in the guidelines pertaining to the respective street(s) that a given development faces.

### Street Frontage



**Image 66:** Façades facing Parking Plazas Should be Attractively Designed.



**Image 67:** Secondary Entrances on the Parking Plaza Side of Buildings Should be Articulated with Awnings.

- The third floors of three story developments and the fourth floors of four story developments should step back from the edge of the parking plaza if the floor is used for residential.
- Where it is prevalent, maintain the existing pattern of continuous building façades.
- Provide attractively designed rear façades. Entries should be secondary to main street entries.
- Incorporate canvas awnings or other modest overhangs to soften and articulate rear façades and provide pleasant protected spaces and articulation to the façades.



## Street Frontage (cont.)

SF 5 Recess building entries to create opportunities for visible pedestrian activity and niches of usable space.

SF 6 Articulate building façades by accentuating entries, bay windows, pass-throughs, and incorporating shading devices and awnings. Façades should be suggestive of uses and activities inside the building.

SF 7 Avoid facing the street with blank walls.

## Uses

- Uses of buildings bordering parking plazas are discussed in the guidelines pertaining to the respective street(s) that a given development faces.

## Landscape/Open Space

- Incorporate habitable open spaces in the third floor stepbacks of buildings.

- Encourage planters, wall covering vines, and outdoor seating particularly in usable recessed entries.

L/O 6 Design all landscaping to fit location and proposed uses. Keep landscaping well maintained.

## Parking

- Accommodate temporary loading and service parking.

- Wherever possible, align and connect new and existing passageways to provide clear, direct pedestrian passage through the parking plazas.

## Connections

C 3 Adequately illuminate walkways or passages and their entries for pedestrian safety.

C 5 Clearly mark pedestrian passages on the street with notable design features or signage.

## Building Design Standards

- Adequately light building entrances to provide a greater sense of safety for parking plaza users at night.

- Indirectly light signage with discrete light sources.

## Building Design Standards (cont.)

- DS 1    Use durable, high quality building materials including, but not limited to, metal, painted wood, stucco, tiles, marble and granite. Avoid materials that are incompatible with the character of neighboring buildings.  
  
           Use particularly durable and attractive materials where a high concentration of pedestrian activity occurs close to a building.
- DS 2    Integrate the roof of the building with its structure and façade. Roofs that appear to be tacked-on to the building are not acceptable. All main roof lines should be compatible with those of adjacent existing buildings.
- DS 3    Use vertical and or horizontal shading devices, overhangs and awnings, if sunlight needs to be reduced. To minimize glare and to allow for transparency of the building façade, tinted or reflective glazing is not advisable.
- DS 4    Include glass in entry doors to commercially used ground floor spaces. To minimize glare and to allow for transparency, tinted or reflective glazing is not advisable.
- DS 5    Use durable and easily maintainable materials for all types of awnings.
- DS 6    Use exterior colors that are in limited contrast to adjacent buildings.
- DS 7    Position all exterior lighting, including those in parking areas, to minimize glare for pedestrians, automobiles and neighbors. Adjust the intensity of exterior illumination to a level that meets safety standards but respects the privacy of adjacent residential properties.
- DS 8    Integrate exterior light fixtures into the façades of the building. Light fixtures should be consistent with the building's architecture and scale and should also be pedestrian scaled and evenly spaced for visual impact and safety.
- DS 9    Integrate signage into the façades of buildings. Signage should be consistent with the building's architecture, scale, materials, and colors.
- DS 10   Internally illuminated cabinet signs and pole mounted signs are not appropriate. Free standing monument signs are not recommended unless they are integrated into the building façade or incorporated into site elements that shape usable outdoor spaces such as low walls, porches, or trellises.



## Building Design Standards (cont.)

- DS 11 Minimize the visual impact of mechanical, electrical, and plumbing equipment by integrating them into the architecture of the building. If screens are used, they need to fit in with the overall design of the building.
- DS 12 Consider the incorporation of public art into the project. Any piece of art should be visible from publicly accessible spaces. It should be an integral part of the overall project design that enhances the visual interest of the building façade, entries, habitable courtyards, or setbacks.

## Applicable District Strategies

- Santa Cruz Avenue / Downtown

## SAN ANTONIO AVENUE

*The character of San Antonio Avenue is that of a residential tree-lined street. On the east side of the street, courtyard apartment buildings and small cottages define the residential edge. The west side of the street currently serves as the back side of development along El Camino Real. Here commercial businesses use their San Antonio frontage as a place for service, storage, and parking. The frontage of new infill development should clearly address the street and incorporate landscaped setbacks and street trees to reinforce the definition of the street. Housing should be included in development along the west side of the street to further strengthen its residential character.*

### Building Volume

- On the west side of San Antonio Avenue allow 3 story buildings (up to 35 feet height). Four story buildings (up to 50 feet height) should be allowed for projects that provide for housing or housing-related uses that enhance living conditions in the neighborhood. Four story development should be confined to areas of a development that do not front the street. Step back fourth floors of buildings from adjacent properties to preserve adequate sunlight access.
- On the east side of the street, allow 3 story buildings (up to 35 feet height).

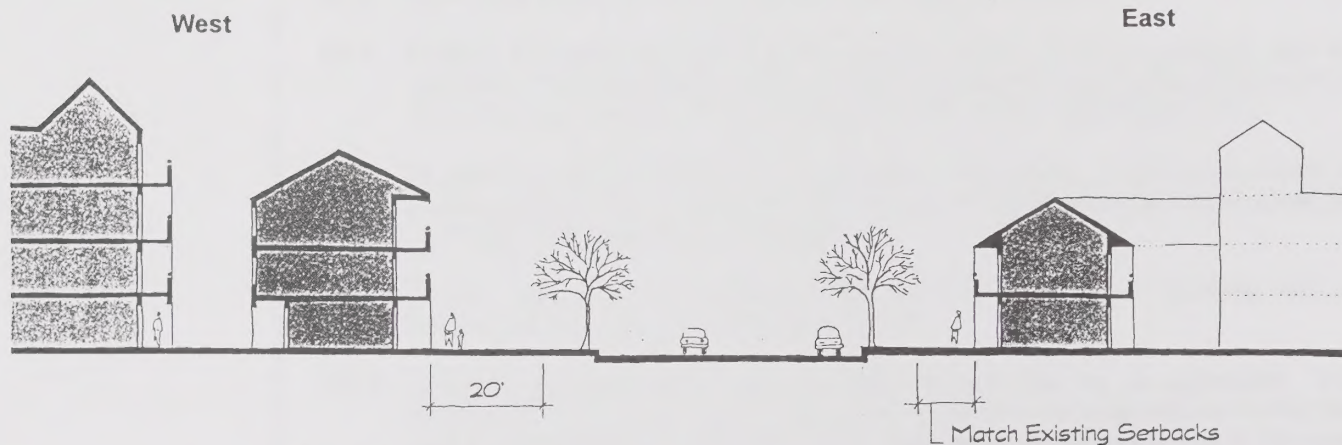


Image 68: San Antonio Avenue



## Building Volume (cont.)

- On the east side of the street, allow segments of buildings to increase to 4 stories (up to 50 feet height) if the parcel size is equal to or larger than 0.5 acres. Four story development should be confined to areas of a parcel that do not front the street. Step back fourth floors of buildings from adjacent properties to preserve adequate sunlight access.
- BV 1 Shape the overall building mass to reinforce the definition and importance of the street.
- BV 2 Relate height and mass distribution of new development to adjoining structures.

## Street Frontage

- On the west side of the street, a setback of 20 feet from the property line is required.
- On the east side of the street, respect the existing front and side setbacks of adjacent buildings.
- Incorporate courtyards into residential development.
- SF 1 Respect the scale and spacing of adjacent buildings and the “cadence” established in the patterns of existing building elements, such as entries, bays, columns and windows.
- SF 2 Address the street with entrances, windows, arcades, and architectural features.
- SF 3 Face main building entrances onto the street, both physically and visually.
- SF 4 Incorporate into residential architecture elements that signal habitation and provide a “front” for the street. Such elements include entrances, stairs, porches, domestic windows, bays and balconies that are visible to people on the street.
- SF 5 Recess building entries to create opportunities for visible pedestrian activity and niches of usable space.
- SF 6 Articulate building façades by accentuating entries, bay windows, pass-throughs, and incorporating shading devices and awnings. Façades should be suggestive of uses and activities inside the building.
- SF 7 Avoid facing the street with blank walls, parking areas, driveways or garage doors.

## Street Frontage (cont.)

- SF 8 Take advantage of the importance of corner buildings or corner segments of larger buildings to define the street frontage of two streets.
- SF 10 Between buildings and sidewalks, use walls, fences and hedges only to define and shape usable outdoor spaces. Any walls or fences should be well integrated with the overall site design and not disrupt the visual connection between building and street. Heights above 4 feet are not recommended. Hedges in residential areas should not exceed 6 feet in height.

## Uses

- Allow medium density residential use on both sides of the street.
- On the west side of the street, incorporate a layer of residential units to face San Antonio Avenue on parcels which front both San Antonio Avenue and El Camino Real.

## Landscape/Open Space



**Image 69:** Existing Landscaping on San Antonio Avenue

- Maintain and enhance the existing landscape character along San Antonio Avenue.
- On the east side of the street encourage courtyard housing to take advantage of the afternoon sun.
- L/O 1 Use landscaping in setback areas to build up a consistently landscaped street edge, a pleasant character to the street, and provide privacy for residents.
- L/O 2a Provide for public amenities in open spaces including places to sit and shade from trees or overhangs.
- L/O 3 Encourage the planting of regularly spaced street trees on both sides of the street. High branching canopy trees should be used to provide shade and enclosure to the street.
- L/O 4 Preserve heritage trees - particularly heritage oaks - and other mature vegetation and integrate them into elements of building form, such as courtyards and setbacks.
- L/O 5 Use plant species that do not require extensive watering; native species are recommended.
- L/O 6 Design all landscaping to fit location and proposed uses. Keep landscaping well maintained.



## Parking

- P 1 Internalize parking within the building site or accommodate below grade.
- P 2 Minimize the number and width of curb cuts and encourage shared driveway entries to parking and services.
- P 3 Plant shade trees and provide evenly spaced, pedestrian scaled light fixtures throughout parking areas to ensure that surface parking lots become a positive point of departure in the pedestrian experience of the Center City.
- P 4 Provide multiple pedestrian access between parking areas and surrounding streets. All driveways should incorporate a pedestrian walkway on the side closest to a building.
- P 5 Do not allow parking in any setback areas between the front of buildings and the sidewalk edge. Parking can be accommodated at the side of buildings if it does not encroach on setbacks required in this document or the Zoning Ordinance.
- P 7 Allow split-level parking only if the street is well fronted with habitable landscaped spaces. Such spaces can include seating, stairs or stoops, areas with special planting, and other pedestrian scaled elements that add visual interest to the street.
- P 8 First floor parking within the building footprint is not appropriate on the street side of a building.

## Connections

- Integrate passageways from San Antonio to El Camino Real and Garwood Way alongside or through new development. It is preferable for passageways to have open access, but if they must be secured, they should use transparent well designed iron gates.
- Establish connections with future capital improvement projects in the area such as a pedestrian/bicycle path to the rail station.
- C 1 Incorporate pedestrian walkways that connect and organize the built elements within larger development projects.
- C 2 Create relationships with adjacent development such as connecting pedestrian walkways.
- C 3 Adequately illuminate walkways or passages and their entries for pedestrian safety.

## Building Design Standards

- Buildings adjacent to buildings of special interest should use materials which respect and complement the historical materials.
  - Use building materials that preserve and enhance the residential character of the street.
  - Lower the intensity of signage illumination and reduce the scale of signs compared to other commercial areas to provide a transition to the residential neighborhood.
  - Apply darker colors to the exterior of fourth floors to make them visually recede.
- DS 1 Use durable, high quality building materials including, but not limited to, metal, painted wood, stucco, tiles, marble and granite. Avoid materials that are incompatible with the character of neighboring buildings.
- Use particularly durable and attractive materials where a high concentration of pedestrian activity occurs close to a building.
- DS 2 Integrate the roof of the building with its structure and façade. Roofs that appear to be tacked-on to the building are not acceptable. All main roof lines should be compatible with those of adjacent existing buildings.
- DS 3 Use vertical and or horizontal shading devices, overhangs and awnings, if sunlight needs to be reduced. To minimize glare and to allow for transparency of the building façade, tinted or reflective glazing is not advisable.
- DS 5 Use durable and easily maintainable materials for all types of awnings.
- DS 6 Use exterior colors that are in limited contrast to adjacent buildings.
- DS 7 Position all exterior lighting, including those in parking areas, to minimize glare for pedestrians, automobiles and neighbors. Adjust the intensity of exterior illumination to a level that meets safety standards but respects the privacy of adjacent residential properties.
- DS 8 Integrate exterior light fixtures into the façades of the building. Light fixtures should be consistent with the building's architecture and scale and should also be pedestrian scaled and evenly spaced for visual impact and safety.



## Building Design Standards (cont.)

- DS 9 Integrate signage into the façades of buildings. Signage should be consistent with the building's architecture, scale, materials, and colors.
- DS 11 Minimize the visual impact of trash enclosures and mechanical, electrical, and plumbing equipment by integrating them into the architecture of the building. If screens are used, they need to fit in with the overall site and building design.
- DS 12 Consider the incorporation of public art into the project. Any piece of art should be visible from publicly accessible spaces. It should be an integral part of the overall project design that enhances the visual interest of the building façade, entries, habitable courtyards, or setbacks.

## Applicable District Strategies

- North Rail Area

## SANTA CRUZ AVENUE

*Santa Cruz Avenue is the heart of downtown Menlo Park. It is characterized by continuous building lines without setbacks on either side of the street, a wide variety of retail stores and a strong orientation to the pedestrian realm. The existing overall character of the street should be preserved and strengthened. Allowed uses on Santa Cruz Avenue east of El Camino Real should include mixed-use development to support a variety of uses and amenities close to the rail station.*

### Building Volume

- Santa Cruz Avenue west of El Camino Real, allow 2-3 story buildings (up 35 feet height) with the third floor stepping back from the street. The upper portion of the first floor and the entire second floor must continue the existing building line at the property line.
- East of El Camino Real, consider development of 4 stories (up to 50 feet height) with the fourth floor stepping back from the street.

BV 1 Shape the overall building mass to reinforce the definition and importance of the street.

BV 2 Relate height and mass distribution of new development to adjoining structures.



Image 70: Santa Cruz Avenue West of El Camino Real



## Building Volume (cont.)



**Image 72:** Santa Cruz Avenue East of El Camino Real

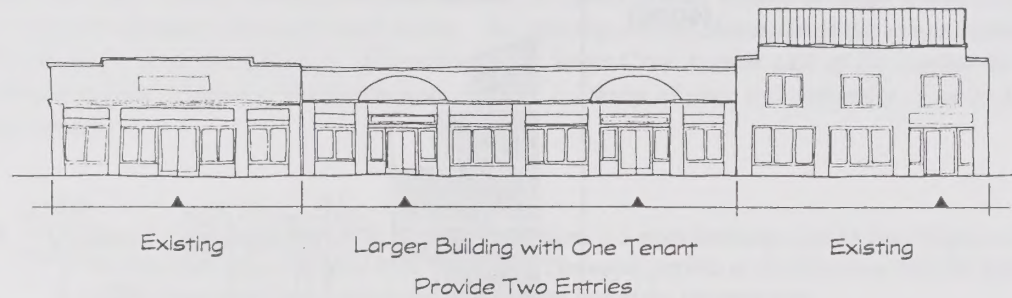
## Street Frontage



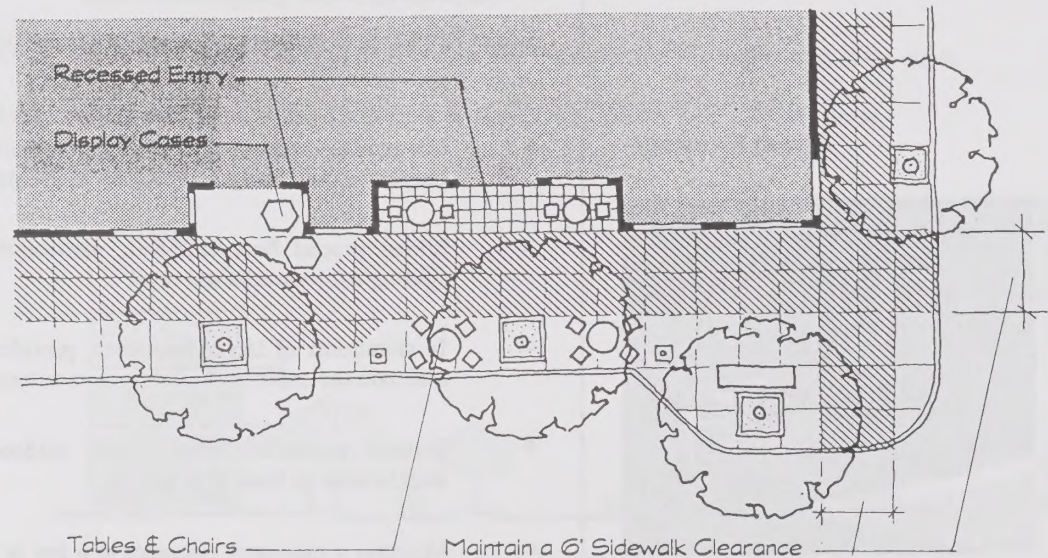
**Image 71:** Incorporate Recessed Corner Entries with Amenities such as Seating.

- Maintain the existing pattern of continuous building façades built at the property line. Lower portions of first floors may include an arcade or recess.
- Recess ground floor entrances, particularly of corner buildings, to accommodate people spilling out from adjacent retail.
- In storefronts of larger businesses, provide more than one entrance if this is necessary to maintain the cadence of existing store entrances on the respective block. (see Image 72)
- Support pedestrian activity with outdoor seating, landscape planters, or display of merchandise in front of stores.
- Maintain a minimum clearance of 6 feet at sidewalks to insure unimpeded pedestrian traffic flow. The minimum clearance pertains to outdoor seating, display cases and racks as well as to permanently installed street elements such as light fixtures, signs and parking meters. (see Image 73)

## Street Frontage (cont.)



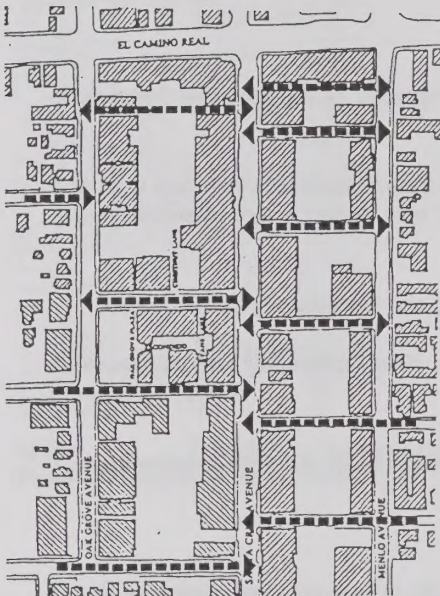
**Image 72:** Larger Buildings with a Single Tenant Should provide More than one Entry.



**Image 73:** Maintain a Minimum Clearance of 6 ft. at Sidewalks.



## Street Frontage (cont.)



**Image 74:** Viewlines Between Santa Cruz Avenue and Menlo / Oak Grove Avenue

- Consider the importance of viewlines down Cross Streets toward Santa Cruz Avenue. Façades of buildings located on properties at the end of such viewlines should respond to this condition by orienting a combination of the following toward the Cross Street: main entrances, display windows, awnings, lighting, and signage. (see Image 74)
- SF 1 Respect the scale and spacing of adjacent buildings and the “cadence” established in the patterns of existing building elements, such as entries, bays, columns and windows.
- SF 2 Address the street with entrances, windows, arcades, and architectural features.
- SF 3 Face main building entrances onto the street, both physically and visually.
- SF 4 Incorporate into residential architecture elements that signal habitation and provide a “front” for the street. Such elements include entrances, stairs, porches, domestic windows, bays and balconies that are visible to people on the street.
- SF 5 Recess building entries to create opportunities for visible pedestrian activity and niches of usable space.
- SF 6 Articulate building façades by accentuating entries, bay windows, pass-throughs, and incorporating shading devices and awnings. Façades should be suggestive of uses and activities inside the building.
- SF 7 Avoid facing the street with blank walls, parking areas, driveways or garage doors.
- SF 8 Take advantage of the importance of corner buildings or corner segments of larger buildings to define the street frontage of two streets.

## Uses

- Santa Cruz Avenue west of El Camino Real: encourage housing above commercial development.
- East of El Camino Real: encourage mixed-use development: retail, office, and housing. Incorporate residential units above commercial development to increase housing opportunities near public transit.

## Uses (cont.)

- East of El Camino Real: Uses could include theaters, restaurants, hotels, local services and other pedestrian-related uses that help shape this part of Santa Cruz Avenue into a transit oriented extension of the downtown. Encourage uses that generate public activity and gathering. Especially promote uses such as restaurants, cafes and entertainment enterprises to support a lively public evening life.

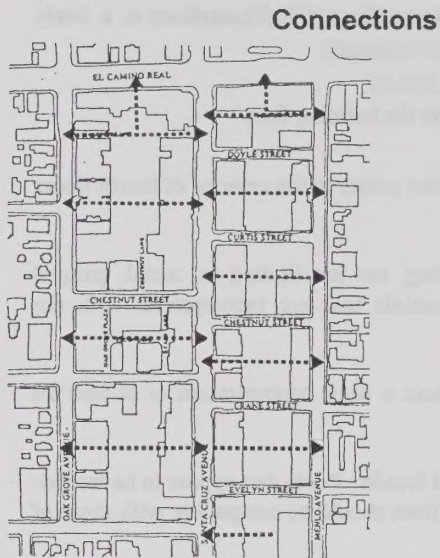
## Landscape/Open Space

- Incorporate habitable open spaces, such as porches or terraces, in the third and fourth floor stepbacks of buildings.
- L/O 2b Provide for public amenities in open spaces and recessed entry areas such as places to sit and shade from trees, awnings or overhangs. Dimension such spaces to accommodate people spilling out from businesses.
- L/O 5 Use plant species that do not require extensive watering; native species are recommended.
- L/O 6 Design all landscaping to fit location and proposed uses. Keep landscaping well maintained.

## Parking

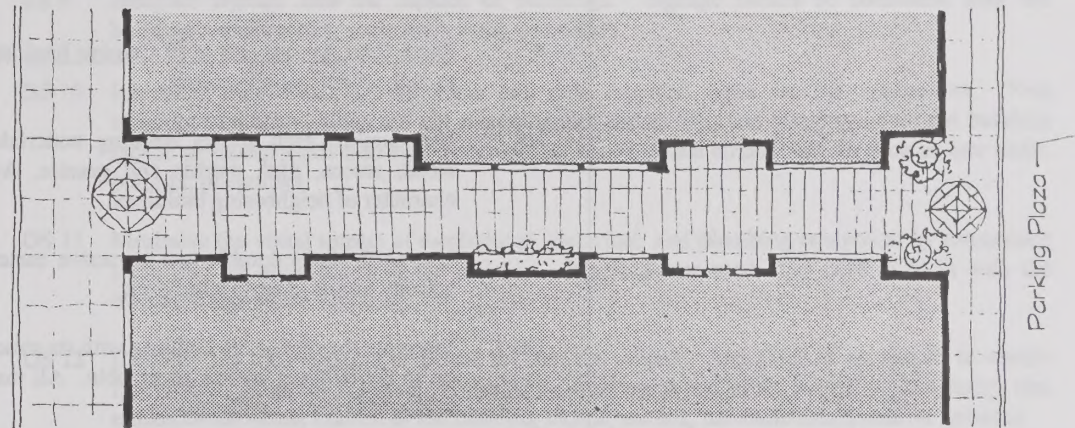
- Accommodate required additional parking internally within the building site or below grade.
- West of El Camino Real: do not allow curb cuts.
- P 2 East of El Camino Real: minimize the number and width of curb cuts and encourage shared driveway entries to parking and services.
- P 6 Do not allow split-level parking.
- P 8 First floor parking within the building footprint is not appropriate on the street side of a building.





**Image 75:** Pedestrian Connections Should be Aligned Across Parking Plazas

- Near the center of each block, provide a public pedestrian passage linking commercial areas on Santa Cruz Avenue with parking plazas and residential neighborhoods beyond.



**Image 76:** Provide Pedestrian Passages Between Santa Cruz Avenue and Parking Plazas.

- Encourage retail/commercial businesses to provide a clear interior path within the building connecting parking plaza and Santa Cruz Avenue entrances
- C 3 Adequately illuminate walkways or passages and their entries for pedestrian safety.
- C 4 Include into the design of passageways: directional signage, display cases as well as quality paving and landscaping. Minimize blank walls.
- C 5 Clearly mark pedestrian passages on the street with notable design features or signage.

## Building Design Standards

- Illuminate storefronts and signage to support public evening use and contribute to a lively nighttime character of the downtown.
  - Use pedestrian-oriented signs mounted perpendicular to the building face.
  - Santa Cruz Avenue east of El Camino Real: apply darker colors to the exterior of fourth floors to make them visually recede.
- DS 1 Use durable, high quality building materials including, but not limited to, metal, painted wood, stucco, tiles, marble and granite. Avoid materials that are incompatible with the character of neighboring buildings.
- Use particularly durable and attractive materials where a high concentration of pedestrian activity occurs close to a building.
- DS 2 Integrate the roof of the building with its structure and façade. Roofs that appear to be tacked-on to the building are not acceptable. All main roof lines should be compatible with those of adjacent existing buildings.
- DS 3 Use vertical and or horizontal shading devices, overhangs and awnings, if sunlight needs to be reduced. To minimize glare and to allow for transparency of the building façade, tinted or reflective glazing is not advisable.
- DS 4 Include glass in entry doors to commercially used ground floor spaces. To minimize glare and to allow for transparency, tinted or reflective glazing is not advisable.
- DS 5 Use durable and easily maintainable materials for all types of awnings.
- DS 6 Use exterior colors that are in limited contrast to adjacent buildings.
- DS 7 Position all exterior lighting, including those in parking areas, to minimize glare for pedestrians, automobiles and neighbors. Adjust the intensity of exterior illumination to a level that meets safety standards but respects the privacy of adjacent residential properties.



## Building Design Standards (cont.)

- DS 8 Integrate exterior light fixtures into the façades of the building. Light fixtures should be consistent with the building's architecture and scale and should also be pedestrian scaled and evenly spaced for visual impact and safety.
- DS 9 Integrate signage into the façades of buildings. Signage should be consistent with the building's architecture, scale, materials, and colors.
- DS 10 Internally illuminated cabinet signs and pole mounted signs are not appropriate. Free standing monument signs are not recommended unless they are integrated into the building façade or incorporated into site elements that shape usable outdoor spaces such as low walls, porches, or trellises.
- DS 11 Minimize the visual impact of mechanical, electrical, and plumbing equipment by integrating them into the architecture of the building. If screens are used, they need to fit in with the overall design of the building.
- DS 12 Consider the incorporation of public art into the project. Any piece of art should be visible from publicly accessible spaces. It should be an integral part of the overall project design that enhances the visual interest of the building façade, entries, habitable courtyards, or setbacks.

## Applicable District Strategies

- Santa Cruz Avenue / Downtown
- North Rail Area
- El Camino Real (for corner parcels)





# APPENDIX

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- A. Public Participation Process
- B. Urban Design Principles
- C. Overall Strategies of the  
Center City Design Plan
- D. Parking Ratios Used by Other Peninsula Communities





**Public Participation  
Process**

In April 1996 Menlo Park's City Council adopted the Overall Design Strategies outlined in the Center City Design Plan. Shortly thereafter Lyndon/Buchanan Associates was charged with further refining and formatting the Design Concepts of the plan into Design Guidelines. They would be used for reviewing development proposals on a consistent basis and to inform developers about the city's intentions in the Center City area.

The public participation process conducted for this project was similar to the one conducted in developing the Center City Design Plan. The Menlo Park Planning Department and Lyndon/Buchanan Associates conducted two workshops to facilitate community input on the Design Guidelines material. The workshops included participants from the City Council, Planning Commission, Environmental Beautification Commission, and other advisory commissions, as well as interested community members.

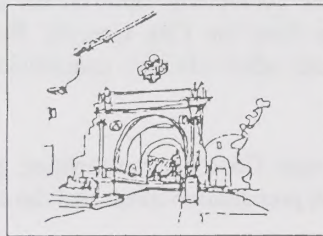
The first workshop focused on the review of a set of Design Concepts representing general guidelines applicable to all proposed development projects. A presentation illustrated the content and intentions of each Design Concept.

Using examples from all three Center City Districts (delineated in the Center City Design Plan) participants of the workshop organized into groups and reviewed existing buildings using photographs and the Design Concepts. The groups first discussed the results, then presented their recommendations regarding the Design Concepts. This concluded the workshop.

The second workshop focused on the District Strategies and the use of the Area Specific Design Guidelines. The District Strategies were presented as a set of intentions for each of the Center City Districts, outlining the desired outcome of applying Design Guidelines and public investments in the respective areas. The Area Specific Design Guidelines were tested by using them in a simulated review process. For this purpose Lyndon/Buchanan Associates supplied workshop participants with drawings of simulated development proposals located on fictitious sites within the Center City. After visiting the respective project sites the participants reviewed the proposals using the Area Specific Guidelines and the Design Concepts that had been presented in the first workshop. At the conclusion of the workshop, each group presented its findings about the use of the guidelines material.

In order to address current design issues, anticipate others and guide decisions made by City Staff, Planning Commission and City Council, a set of urban design principles has been compiled. These principles of creating good places, drawn from examples of towns and cities around the world, were presented and discussed at the public workshops, and serve as a background to framing decisions about the Center City Study Area.

The term "place" is used in common language all the time. It is used for all scales of things: the place at the table, our home place, the region as a place, the city as a place. In terms of interaction between people in the city, the plaza is a quintessential place. One of the things that we need to strive for in cities is to have them made up of places that people can imagine: places that they can hold in their minds, can care about and think about, and therefore invest energy and attention in.

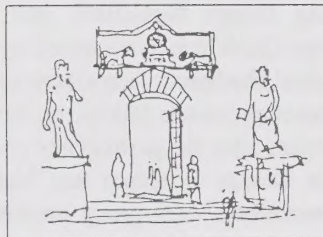


*OFFER TRANSPARENCY/ACCESS (streets that engage)*

Allow one to see, or have a sense of, what is behind that which defines the street  
Offer an invitation to view or know what is behind the street wall, usually windows or doors  
Give access to property; allow people to get from here to there in a safe and pleasing way

*HAVE DEFINITION (streets that are enjoyable)*

Develop boundaries that communicate where the edges of the street are (buildings or trees create sides)  
Create a sense that one is "in" a place both horizontally and vertically  
Have qualities which engage the eye: visual complexity, movement of people, cars and light upon surfaces



*REWARD ATTENTION (demand talent and respect)*

Embody imaginative thought: tell interesting stories  
Nurture exploration  
Infuse streets, open spaces, buildings and uses with energies of owners and designers  
Require connections between things and make each project contribute to the whole



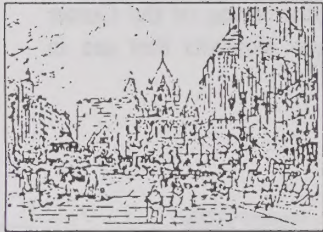
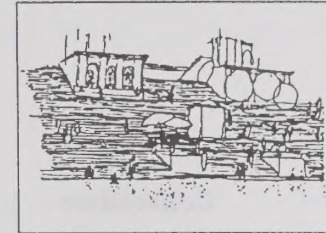


*HAVE DISTINCT CADENCE (require listening)*

Establish intervals in the patterns of entries or the spacing of buildings along the street  
Reinforce incidence of measure, pace of movement,  
special points of emphasis that occur throughout a city

*OFFER CHOICES (foster diversity)*

Vary in use patterns and building types which afford a great range of choices  
Give citizens opportunities to choose their own way  
Provide for interaction among people

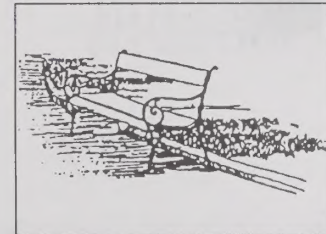


*RECEIVE MANY TYPES OF INVESTMENT (maintain a secure framework in the public realm)*

Require continuing attention and invention;  
of capital and labor, of daily care; of imagination

*PROVIDE PLACES FOR PEOPLE (inhabitable niches)*

Create places for people to walk with leisure and comfort  
Encourage sociability, places for people to see and be seen  
Offer protection from the elements without negating the natural environment  
Encourage participation; have places for people to gather



*ENCOURAGE PARTICULARITY (set landmarks)*

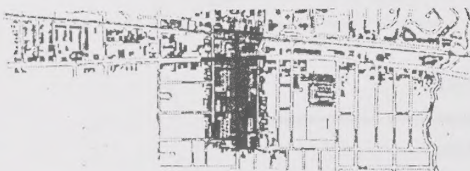
Establish fixed points, physical landmarks around which memories of the place may rally  
Position in the landscape  
Include unique features, mark by silhouette

The Overall Strategies represent the larger goals set by the community for the future development of Menlo Park's Center City. In April 1996 Menlo Park's City Council adopted the Overall Design Strategies outlined in the Center City Design Plan. To maintain the planning context from which the Design Guidelines, presented in this document, were developed, the Overall Strategies of the Center City Design Plan are summarized below.

The intentions represented in the Overall Strategies were developed by integrating the Urban Design Principles with the unique characteristics of Menlo Park and the needs and desires of the community as expressed in the public workshops.

### Consolidate

Consolidate the gains which have already been made in creating a pleasing, pedestrian-friendly downtown centered on Santa Cruz Avenue and extend them to the other areas of the Center City; provide places for people to gather and participate; create new elements that are in harmony with the existing fabric.



### Identify

Identify the center of Menlo Park as a distinct community along El Camino Real; provide definition to its edges and boundaries; create a sense of place through visible public activity along the street; reinforce the landscape character within the town.





**Connect**

Connect the most important segments of town in a way that is understandable and invites usage; require the existing transportation network to be expanded within the public realm to allow for greater pedestrian access; give people opportunities to choose their own way and mode of transportation.

**Envision**

Envision new uses and relationships; allow mixed uses and higher densities which promote diversity; introduce more housing into the Center City; encourage investment of both private development and community imagination.

Together these strategies will reinforce the many positive qualities of Menlo Park, while helping to achieve stronger identity, cohesion, and legibility. They are consistent with the intent of the Menlo Park General Plan of 1994 which proposes to maintain and enhance the “quality of life in the city by emphasizing development which has a human scale and is pedestrian friendly.”

Actions necessary for the realization of the Overall Strategies include Capital Improvement Projects and Design Guidelines for private development that will take place in the Center City area. With Design Guidelines future development for the area can be directed towards a

community vision. The guidelines encourage development that provides continued support of design qualities that already exist, such as the attention to detail and scale on Santa Cruz Avenue. They also provide a framework for buildings to better relate to each other and to the town. With strategic Capital Improvements, the streets and public places of the Center City can be envisioned as places with strong civic presence. Menlo Park's public realm will enhance the life of its citizens and make the city even more attractive.

The central idea is to take advantage of the incremental nature of development and that the whole is greater than the sum of its parts. The greatness of a city comes from the ensemble of private development and the public improvements fitting together.



### Parking Ratios Used by Other Peninsula Communities

The table below compares key commercial and residential parking ratios required under current zoning in Menlo Park with parking ratios used in other peninsula communities. While the requirements for new residential development in Menlo Park are very similar to those in other communities the required ratios for commercial development are consistently higher. From an urban design point of view this is significant in that commercial parking ratios compared to residential ones have a higher impact on the possible intensity of land use and the distribution of building mass.

We recommend investigating the possibility of reducing the required parking ratios.

|                    | Menlo Park                                                                                                                     | Mountain View                                                                                                                                                          | Palo Alto                                                                                                                                                                                                        | Redwood City                                                                                | San Mateo                                                                                                |
|--------------------|--------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| <b>Commercial</b>  |                                                                                                                                |                                                                                                                                                                        |                                                                                                                                                                                                                  |                                                                                             |                                                                                                          |
| Retail             | <b>6 per 1000 sq.ft. (1 per 167 sq.ft.)</b><br>(*C2, C3, C4 Zones)                                                             | 1 per 180 sq.ft.; Shopping Centers: 1 per 250 sq.ft.                                                                                                                   | 1 per 200 sq.ft.                                                                                                                                                                                                 | 1 per 200 sq.ft.                                                                            | Stores up to 20,000 sq.ft.: 1 per 300 sq.ft.; Stores 20,000+ sq.ft.: 1 per 225 sq.ft.                    |
| Office             | <b>1 per 200 sq.ft.</b>                                                                                                        | 1 per 300 sq.ft.                                                                                                                                                       | 1 per 250 sq.ft.                                                                                                                                                                                                 | 1 per 300 sq.ft.                                                                            | Offices up to 100,000 sq.ft.: 1 per 335 sq.ft.; Offices 100,000+ sq.ft.: 1 per 315 sq.ft.                |
| <b>Residential</b> |                                                                                                                                |                                                                                                                                                                        |                                                                                                                                                                                                                  |                                                                                             |                                                                                                          |
| Single-Family      | <b>2 spaces/ 1 covered</b>                                                                                                     | 2 spaces/ 1 covered                                                                                                                                                    | 2 spaces/ 1 covered                                                                                                                                                                                              | 4 Bed. or less: 2 spaces;<br>4+ Bed.: 2 spaces plus<br>0.5 covered for every bed.<br>beyond | homes 3,000 sq.ft. or less: 2 covered spaces                                                             |
| Multi-Family       | <b>2+ Bed.: 2 spaces / 1 covered;<br/>1 Bed.: 1.5 spaces;<br/>Studio: 1 space; Guest Parking: 1 per 3 units</b><br>(* R4 Zone) | 1+ Bed.: 2 spaces;<br>Studio: 1.5 spaces;<br>Guest Parking: 15% of spaces req. for projects may be increased to 2.3 per unit if necessary;<br>Townhouses: 2.5 per unit | 2 Bed.or more: 2 spaces/ at least 1 covered;<br>1 Bed.: 1.5 spaces;<br>Studio: 1.25 spaces;<br>Guest Parking: for 3 units or more: 1 space plus<br>10% of units assigned of structure parking 33% of total units | Per Unit: 2 spaces/ 1 covered;<br>Guest Parking: 1 space per 4 units                        | 3 or more Bed.: 2.2 spaces/ 1 covered;<br>2 Bed.: 2 spaces;<br>1 Bed.: 1.8 spaces;<br>Studio: 1.5 spaces |





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